The Literary Digest

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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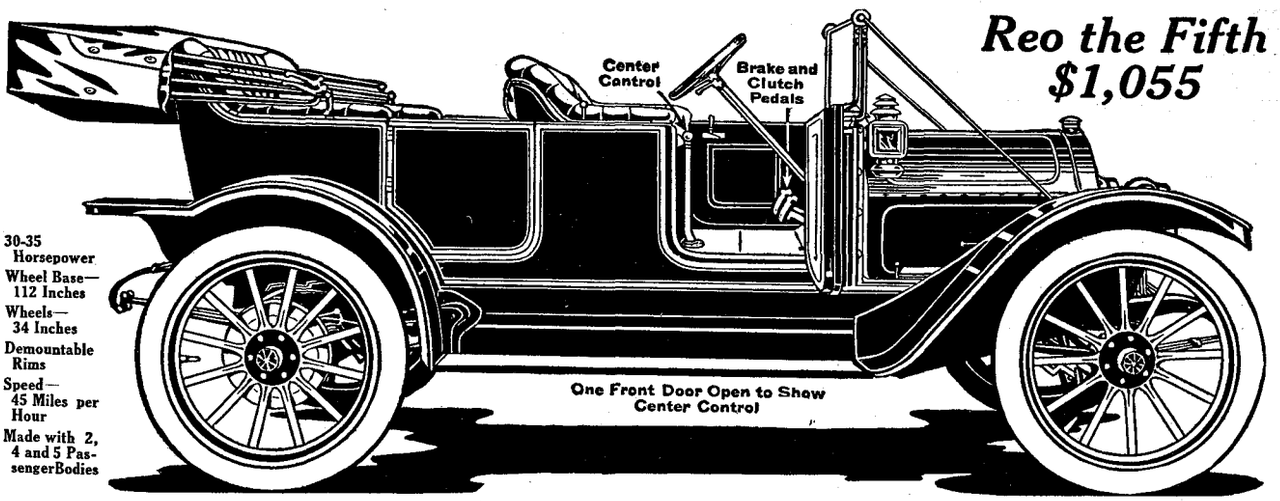

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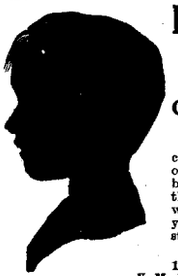

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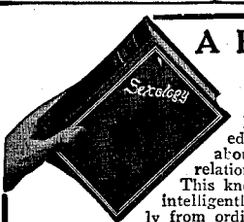

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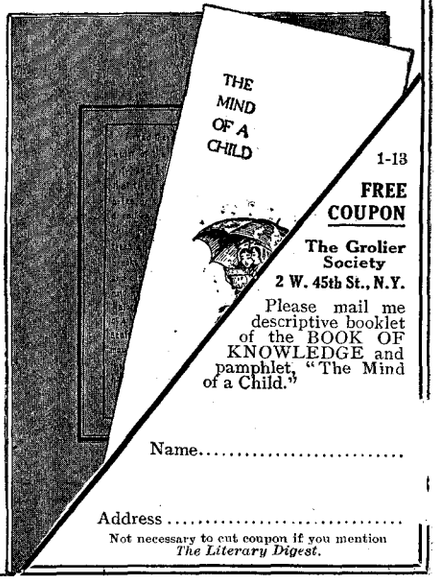

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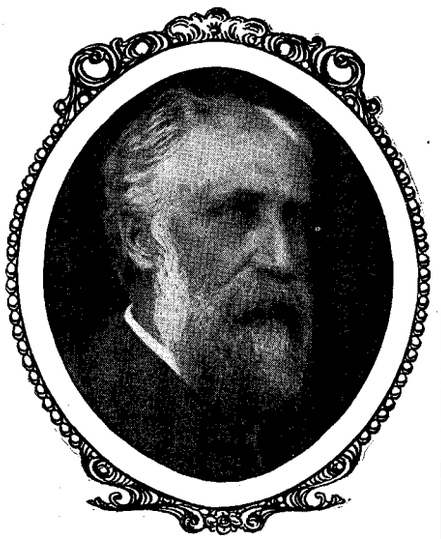

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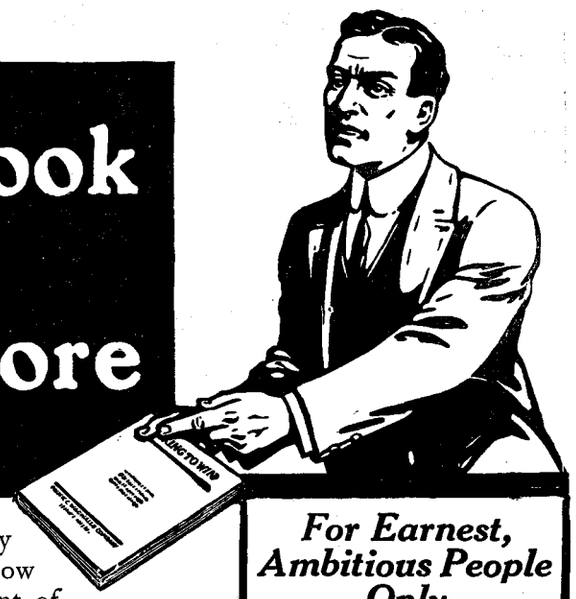

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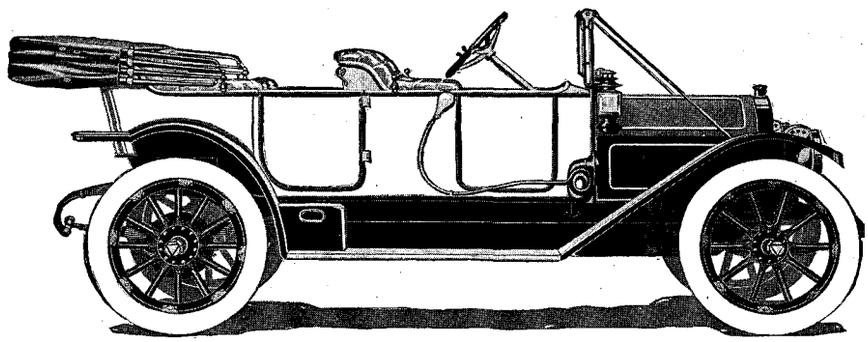

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

THE REPUBLICAN PRESIDENTIAL DILEMMA

IF DEATH ALONE can prevent the President's fight for a renomination, as he says, and if his renomination will mean defeat for the party, as some others say, the Republican National Convention in June may not have that air of hilarity that has marked it in recent years. So we gather from a perusal of the Republican press. "Nothing but death can keep me out of the fight now," was Mr. Taft's word to inquiring callers on Wednesday of last week, the day after Governor Osborn, of Michigan, had ventured to suggest that the President and Senator La Follette both drop out of the race in favor of Mr. Roosevelt or Senator Beveridge, or some one else who could possibly carry the country next fall. Senator La Follette was making a sensational speaking tour of the President's home State and Mr. Roosevelt was making even more talk by saying nothing whatever, and the President's friends told him that the Taft workers were becoming discouraged at his non-committal attitude. So he made his ringing declaration of war to the death. "That is what he should say!" exclaims the New York *World*, probably the bitterest critic of Mr. Roosevelt from one ocean to the other. And it adds: "That is the only course of conduct he can decently take," as it would be "contemptible" to "allow Theodore Roosevelt to bulldoze him out of a renomination."

The only way now that Colonel Roosevelt can enter the contest with any hope of victory, believes the Washington correspondent of the New York *Press* (Prog. Rep.), "is to come out in the open, announce himself a candidate, and enter all the Congress-district primaries against the President." If not, "the Taft men will win hands down with their present aggressive program." In fact, the politicians in Washington agree, reports this observer, that the President's move will "force the fighting at once or stop all serious talk of a convention contest." Furthermore, there are many who believe that Mr. Taft's declaration will compel his renomination, as the party can not repudiate its Administration without admitting failure. "If the Republicans can not win with him, they can not win with anybody," is the verdict of the St. Louis *Globe-Democrat* (Rep.), which regards him as "the strongest candidate who could be named." He is "the Republican party's best asset," agrees the Philadelphia *Ledger* (Ind.), and if he does not voluntarily withdraw, "no other power can keep him from being the nominee of the Republican party, which needs him." So, too, thinks the Boston *Advertiser* (Rep.), which declares:

"Everybody knows that the choice of the progressive Republicans of the country, as their Presidential candidate, is President Taft. The little faction which styles itself the 'Republican Progressive party' is neither progressive nor Republican. There are many indications that the movement has been heavily financed by the 'reactionaries' of Wall Street for the purpose of preventing the reelection of President Taft. It would not be the first time that wealthy lawbreakers, frightened by signs of public displeasure, had hired demagogs to avert the storm by various tricks all calculated to disorganize the work of reform."

Not a few other Republican papers defend the President's progressiveness, and the Dayton (O.) *Journal* replies to Senator La Follette's reflections on the Administration by saying:

"As a Progressive Republican newspaper we believe in President Taft. He is not a politician. He has made political mistakes, but so did George Washington and Abraham Lincoln. He has made political enemies, but so did James A. Garfield and the martyred McKinley. But he has stood for the right as he sees the right. He is the first Republican President who has had the courage to demand that tariff inequalities, when so determined by a competent authority, should be eliminated. He is the first Republican President to advocate the taking of the tariff out of politics and meeting the issues schedule by schedule, on an economic instead of a political basis. Under his Administration the Antitrust Law for the first time became actually operative, and he now proposes to use the power of the Government for the enforcement of the law, and advocates additional legislation for the control and regulation of trusts. All the prestige and power of his Administration are behind other vital progressive legislation directly in the interest of the people whom he seeks earnestly to serve.

"In this connection we have no quarrel with Senator La Follette and the clique responsible for his parade through Ohio. Every man, be he Democrat, Republican, or Socialist, has a right to campaign for the presidency. But the assumption that La Folletteism is Progressive Republicanism or that Progressive Republicans are of necessity for La Follette is the rankest ham. If Senator La Follette were a real Progressive Republican he would be backing up the President in his fight for honest progress and aiding in his defense against the powerful and selfish interests who seek the President's destruction because of his service to the people."

A diametrically opposite view is afforded by the Los Angeles *Express* (Ind.), which praises La Follette and says of the Taft Administration:

"The Administration has abandoned the political principles it was commissioned to carry into effect and has come to be the

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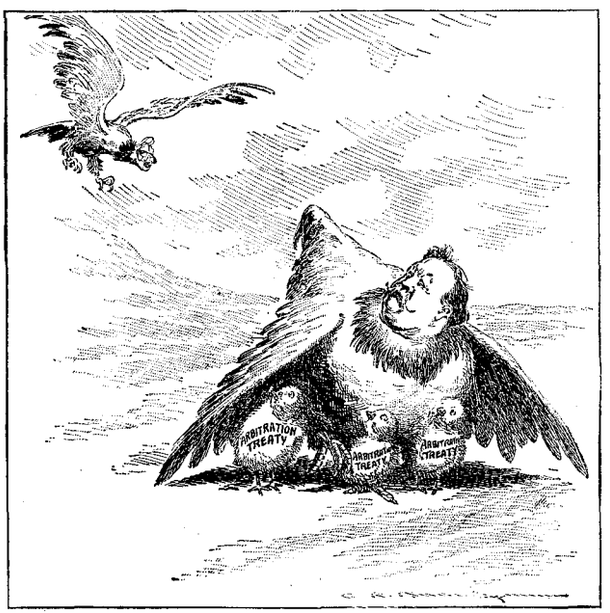
only hope of the special interests it was originally commissioned to curb and control in the interest of free government.

"It is a well-known fact that every prominent friend of the original Roosevelt program for the restoration of the rule of the people as against the rule of the money power, has been forced to abandon the Taft Administration as a means of restoring the government to the people.

"Every aggressive worker for the conservation of coal, water-power, and other natural resources, and every active friend of the progressive measures by which selfish interests were to be curbed in their rush to appropriate resources that belong to the people, and for the political power and business methods that would protect them in exploiting the public, recognizes the present Administration as having forfeited the confidence of progressive men. . . . . .

"Mr. Taft's renomination under existing conditions would be sacrificing the party and the country."

Those who agree with the above naturally look with hope and expectation to Colonel Roosevelt, and many see in the latter's scathing criticism of the Administration's arbitration treaties, and his absence from the peace dinner where the President spoke, "an open political rupture between Colonel Roosevelt and President Taft," as the St. Paul *Pioneer Press* (Ind. Rep.) plainly words it. The ex-President's name has been placed by petition on the presidential primary ballot in Nebraska, and a rumor is afloat that some of the leading Progressives are using the La Follette candidacy as a blind for the Roosevelt boom and at the last moment will swing the entire movement to the ex-President. Color has been lent to this rumor by the attitude of Gifford Pinchot and ex-Secretary Garfield, who induced the Ohio Progressive Republican League not to indorse the La Follette boom, but to word their resolutions "for the presidential nomination of Robert M. La Follette or Theodore Roosevelt, or any other Progressive Republican." Dark hints of some subterranean agency working quietly for the nomination of the Contributing Editor are seen from time to time in the Washington dispatches, but without sufficient circumstantiality to compel general belief. They are enough, however, to alarm Col. Henry Watterson, of the Louisville *Courier-Journal* (Dem.), who exclaimed to a reporter in Atlanta:



THE HAWK.
—Macauley in the New York *World*.

"The election of Roosevelt, abrogating the third-term tradition, would be a step toward absolutism. If Roosevelt is put in the White House in 1912, we will never get him out again except feet first."

The Salt Lake *Tribune* (Ind. Rep.) and the Des Moines *Capital* (Rep.) agree that Mr. Roosevelt should not accept another nomination, and the Baltimore *American* (Rep.) believes that "the so-called Roosevelt boom amounts to nothing." "It will simmer down, and the former President will be found at the side of the Republican nominee, provided this is not La Follette," for "Mr. La Follette has a deep antipathy toward the former President, and the former President has no love for La Follette. The mutual distrust is such as to preclude a pooling of issues or the joining of forces." But another observer sees quite a different picture. Says the Toledo *Blade* (Rep.):

"Ohio is flaming with Roosevelt sentiment, and any attempt to whip the State's Progressive Republicans into line for the La Follette candidacy would have resulted, beyond question, in serious embarrassment to the La Follette leaders and possible harm to the Progressive movement.

"As a Progressive leader the Wisconsin Senator can do splendid work in Ohio. As a promoter of his own candidacy he could only emphasize the hold that Theodore Roosevelt has upon the minds and hearts of the Republicans of the State."

Coming now to the La Follette candidacy itself, we find that what it lacks in numbers it makes up in enthusiasm among the editors. His indorsement by the Minnesota Progressive League meets the hearty approval of the Des Moines *Register and Leader* (Rep.); and the Lewiston (Me.) *Journal* (Rep.) calls upon him to "come to New England and promote political ozone." "No man's power and influence are growing so rapidly," avers the Topeka *Capital* (Rep.), and "if President Taft has a competitor to fear," he is warned by the Minneapolis *Journal* (Rep.) that "it is La Follette." Says the Council Bluffs *Nonpareil* (Rep.):

"He is clearly of presidential size, and with him in that great office, there would be no discrediting of faithful public officials, no Aldrich tariffs, no Ballinger conservation, and no dependence upon the courts to get outside their proper spheres to control industrial affairs."

And the New Haven *Union* (Rep.) assures us that—

"It is not within the power of Theodore Roosevelt or any other Republican to stave the rising tide of public sentiment which is sweeping the country in favor of Wisconsin's 'Little Giant.' Once the people get acquainted with this man La Follette and learn what he has done in his own State, and tried to do for the country, we will hear less and less talk of Roosevelt, even less and less talk of Taft."

Opposed to these eulogies we find his speeches ridiculed by the Milwaukee *Free Press* (Rep.) and *Sentinel* (Rep.), in his home State, the latter styling him "a sort of replica in politics of the late John Alexander Dowie." His addresses remind the Des Moines *Capital* (Rep.) of Mary Ellen Lease and Eugene V. Debs, and he seems to the Philadelphia *Ledger* (Ind.) to be "plainly echoing Bryan at his worst." In fact, beside La Follette, "Bryan in his palmiest days was a cooing dove," remarks the Philadelphia *Inquirer* (Rep.), while the St. Paul *Dispatch* (Rep.) observes more mildly that his tendency "to flout constitutions and statutes and established forms of every character deprives him of the confidence of many." The main trouble with his boom, as the Springfield *Union* (Rep.) sizes it up, "is that it does not exist and never has existed—it is all hot air, and everybody seems to know it except the Wisconsin Senator." "As the case stands," advises the Rochester *Democrat and Chronicle* (Rep.), "La Follette had better go home and look after his law practise." And if he wishes to support his convictions next fall, adds the Nashville *Tennesseean* (Dem.), he can do so "by aiding in the election of a Democrat, who will be a Progressive, nominated on a Progressive platform." Says the Indianapolis *Star* (Ind. Rep.):

"As the custodian of the nation's momentous and multiform interests, Mr. La Follette is clearly impossible. As an agitator inveighing against the existing ambitions, he is, to the extent of his powers, a dangerous man. At a time when the American people are enjoying the greatest prosperity he plays upon all the sinister springs of envy, malice, and discontent. Any people may well pray to be delivered from such leadership."

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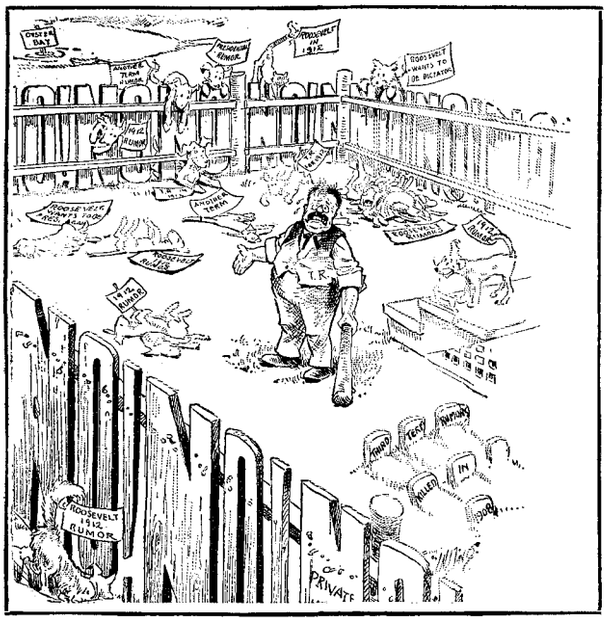

T. R.—"Great Scott, what can a fellow do!"
—Darling in the New York *Globe*.

BOILS IN SPITE OF ALL HE CAN DO.
—Shiras in the Pittsburg *Gazette-Times*.

TWO IDEAS OF A CERTAIN PRIVATE CITIZEN'S ATTITUDE.

A YEAR OF UNREST

LOOKING BACK over 1911 all the editorial commentators seem to agree that its salient characteristic was a wide-spread and profound unrest; but the attempt to interpret this unrest develops striking divergences of opinion. While many can see in the world-wide ferment a wholesome expression of social, economic, and political discontent, others survey the year's feverish activities through cynical and discouraged eyes. "Unrest and suspicion seem to be general throughout the world as never before," says the New York *Times* in its survey of the departed year—a period, it declares, which "has sorely tried the faith of man in governments and individuals." In support of these generalizations it adds: "China, Morocco, Tripoli, Persia, and Mexico offer unblushing examples of broken faith between man and man and government and government, while the efforts for international arbitration in certain quarters are far surpassed by the preparation for war in the same and other quarters." "It has been twelve months of strife and chaos," declares the Nashville *Tennesseean*, which proceeds to the following summary of upheavals:

"China emerged from three hundred years of Manchu bondage and astounded the universe.

"Diaz fell and disclosed to the world the fact that what was popularly supposed to be a formidable government, well guarded and defended, was merely an empty shell.

"All Europe has been in a turmoil over Morocco.

"By grabbing Tripoli Italy provoked a war with Turkey which promises to be of long duration.

"Honduras and several of the other Central American states have been in constant guerrilla warfare.

"Portugal has undergone a political upheaval which at times threatened the new republic and resulted in actual fighting in the northern part of the country.

"Persia clashed with Russia and is threatened with dismemberment.

"And all this in the face of the great peace movement fathered by Andrew Carnegie and backed by many of the world's greatest leaders.

"Yet, in spite of the fact that one-third of the world's population has been involved in actual wars, the chaotic and unsettled conditions in the other countries have been more ominous and disturbing, perhaps, than the real war.

"The fight in the United States against business combinations and the great industrial war in England are far-reaching in their effect.

"In American elections the spirit of protest against machine control was manifested everywhere. Socialist candidates polled unprecedented votes.

"Women were enfranchised in California in spite of the opposition of a railway machine, and all over the nation there was evidence of unwillingness to have public officials dominated by trusts.

"The shocking confession by the McNamaras that they were responsible for the destruction of the Los Angeles *Times* plant probably created a greater sensation than any other single event of the year in the United States.

"All the world was horrified that such a crime should be committed by men who claimed to be advancing the interests of organized labor.

"Discord marked both national and international affairs the world over in 1911, and 1912 can scarcely duplicate such a record of bloodshed and strife."

"He stood awhile on one foot fust,
And then he stood on 'tother,
And on which foot he felt the wust,
He couldn't a told you nuther."
—De Mar in the Philadelphia *Record*.

Other editors add to this list of disturbing factors the increased cost of living, which has been emphasized during the year by food riots in Vienna and other European cities. We may note in passing that the American Economic Association, upon the proposal of Prof. Irving Fisher, has asked President Taft to move for an international conference on this subject of universal concern. The New York *Sun*,

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limiting its survey to the doings of the year within our borders, disrespectfully derides 1911 as "an ass of a year, a *Dogberry* of days," "a shambling futility, failure, quack, and humbug," and proceeds with the indictment as follows:

"Business, trying to lift its head, was bulldozed, swatted, and Wickershammed. Both political parties and most of the politicians bid against one another in their fury to demonstrate which could put the most cruel proscriptions on energy, thrift, success, strangle tightest the development and the free action of industry, offer the largest bribe to envy and ignorance, get furthest away from government according to the Constitution and the nearest to the tumultuous whimsies of the mob.

"A year of demagogism, of hollow vociferant ranting, of convalescing business frightened or forced out of its natural recovery, of politics putrid and unashamed."

To these "solar sobs" the New York *World* makes ironical reply:

"It is, alas! too true that a poor, feeble business (like the Tobacco Trust), 'trying to lift its head, was bulldozed, swatted, and Wickershammed'; too true that (by trying to reduce the wool schedule) 'both political parties and most of the politicians bid against one another in their fury to demonstrate which could put the most cruel proscriptions on energy, thrift, and success, strangle tightest the development and free action' (of monopoly); 'offer the largest bribe to envy and ignorance' (of the little competitor who has been driven out of business); 'get furthest away from government according to the Constitution' (as interpreted by that eminent Socialist, Judge Gary); 'and the nearest to the tumultuous whimsies of the mob' (as voiced by the Supreme Court in its Standard Oil and Tobacco decisions).

"Yes, 1911 was a bad, bad year; and we are depraved enough to hope that 1912 will be even worse."

We will find ourselves with the majority, it seems, if we refuse to take a pessimistic view of the unrest which marked the past year throughout the world, but recognize in it the stirring of those forces which make for political liberty and social justice. "Better living conditions and a freer participation by the masses of mankind in the governments under which they live have been demanded with success," affirms the Chicago *Record-Herald*. "In nothing else is the record which belongs wholly to 1911 so notable as in the advance of popular sovereignty," says the Dallas *News*, which adds: "Lying back of this advance as its cause is, of course, the liberalization of human thought." The year's unrest, declares the Omaha *Bee*, is "a legacy of priceless value," since it means "the progress and propagating of the principle of democracy." While admitting that this unrest of the nations has its harsher side, as revealed in Russia's attitude toward Persia and in the quarrel of Italy and Turkey over Tripoli, the Omaha paper feels that this shrinks into insignificance beside the evidences of a gathering and world-wide demand for popular government. Recalling the definition of civilization as "a tendency rather than a fixt fact or a set of established rules," the Philadelphia *North American* proclaims 1911 "a splendid year for the world."

The secular awakening of 1911, declares the Danville *Commercial News*, is only one side of the shield. The other is the religious awakening. We read:

"It has been many years since a twelvemonth was marked by so varied and yet so convergent a group of movements in behalf of practical Christianity in all its different forms. A special mark of these movements was the active share of the laity in them."

Other editors, in calling attention to the drift of the year toward democracy, note the protest of German workmen against militarism, England's limiting of the veto power of the Lords, and the agitation for greater political rights in China and British India, where some 700,000,000 people are affected. In this country, remarks the New York *World*, the electoral sensation of the year was the sudden increase of the Socialist vote and the capture by the Socialists of a number of widely separated cities. Few of our editors fail to pay tribute to President Taft for his services to the cause of peace in initiating and negotiating the much-discust arbitration treaties with Great Britain and France. "This service to humanity," says *The World*, "is perhaps, in the whole record of the year, the brightest, fairest entry."

The Supreme Court decisions in the Standard Oil and Tobacco Trust cases, remarks the New York *Tribune*, are prominent among the things which make 1911 memorable.

In finance and industry, it is generally admitted, the record of the year has been a mixt one. "Measured by railroad earnings and bank clearings business was lighter than in 1910," remarks the Philadelphia *Record*, "yet the decrease was not great, and it must be remembered that there was a marked improvement late in the year in iron and steel, in copper, in railroad earnings and railroad purchases." And the same paper goes on to remind us that "employment was very general, wages kept up, and there were few important labor difficulties." Crops were large, but, with the exception of cotton, not record-breaking. "To the farmers more than to any other class the year has meant prosperity," says the Chicago *Record-Herald*, "for high prices have made total values of nearly all farm products greater than the 1910 figures, despite lessened production." The total volume of our inland trade for the year, says *Dun's Review*, "was of more than fair proportions," while our foreign commerce "was notably larger than in any preceding year." According to this authority, "the most notable event of the year from the standpoint of national welfare was the enormous cotton crop, believed to exceed 15,000,000 bales." "The beneficent effect of this," we are told, "can scarcely be overestimated." In *Bradstreet's* we read:

"Nineteen hundred and eleven was a period of striking irregularity in trade and industry, but despite evidences of widespread caution and repression a fair, in some lines a record, business was done. This, it is conceded, was generally at the expense of profits, which latter, rather than the aggregate volume of business, came in for wide-spread complaint."

The dying year bequeathed the United States Government a deficit of $22,000,000, which is materially more than the deficit of twelve months ago. Also, the 3,066 miles of new railroad built during the year was 25 per cent. less than the new mileage of 1910. And altho 1911 witnessed a record-breaking production of gold, many editors hesitate about entering this item on the credit side of the ledger. For, as the New York *Commercial* explains, "such a vast increase in production in recent years probably has something to do with the high cost of necessaries of life, for gold is merchandise as well as money, and the supply naturally affects the price as measured by other things."

During 1911 American citizens gave more generously to philanthropic causes than ever before, the total of their publicly recorded benefactions amounting, according to the New York *Sun*, to more than $260,000,000. The largest single gift was the $25,000,000 given by Andrew Carnegie to the Carnegie Corporation of New York.

From the interesting statistics of crime and disaster gathered each year by the Chicago *Tribune* we learn that the number of suicides in 1911 was 12,242, which is 166 less than in 1910; and the record shows that the men who took their own lives were twice as many as the women. The lynchings of the year were 71, as compared with 74 in the previous twelvemonth. The homicides of the year are placed at 8,272 (as compared with 8,975 in 1910), and the legal executions at 74, which is a decrease of 30. "There has been less public dishonesty in 1911 than in 1910," says *The Tribune*, which adds in explanation: "The record, which is only an approximate one, shows a total in round numbers by embezzlement, forgeries, bank wrecking, etc., of $12,000,000, as compared with $25,000,000 in 1910." All these statements are for the United States only.

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EDWARD F. SWIFT,

Of Swift and Company, who is one of the prominent beef-packers now testing the criminal clause of the Sherman Antitrust Law.

THREE OF THE TEN DEFENDANTS.

In the center sits Edward Tilden, President of the National Packing Company, and the only one of its indicted directors who did not resign before the trial. At his left is Thomas J. Connors, and at his right is Arthur Meeker, both of whom are with the Armours.

ALBERT H. VEEDER,

"Arbiter" of a packers association, "father of the immunity bath," and the first witness to be called to the stand by the Government.

INTERESTED IN THE SHERMAN ACT.

THE BEEF TRUST TRIAL

NO ONE KNOWS whether the Chicago jury which is to decide the fate of the ten beef-packers accused of violating the criminal section of the Sherman Law will find them guilty or innocent. Tho the legal preliminaries have stretched through some nine years, the actual trial is barely under way. Nevertheless, a majority of our newspapers, in some cases exasperated at what seems to them the too long delay in bringing these trust magnates to justice, in other cases elated that men of such prominence should now be standing in jeopardy of a year in jail or a $5,000 fine, or both, are voicing an insistent demand that if these men are convicted by the jury, they be sent to jail by Judge Carpenter. This attitude is also explained by the very general opinion that here is the Government's first chance to send a group of "big trust magnates" to jail, and, secondly, that here is the first real test of the criminal clause of the Sherman Antitrust Law. For the original indictments against the meat-men in 1903 were the earliest attempt to enforce this section of the law, the group of men now on trial represent the largest interest that has been prosecuted under it, and this is the first opportunity to show what, if any, bearing the Supreme Court's "rule of reason" has upon this particular part of the much-misunderstood act.

Such considerations as these, then, impel the New York *World* to the declaration that the proceeding against the Beef Trust is more significant than the prosecution of the Steel Trust, and to the belief that "more than a fine may confront them by way of punishment if they are found guilty, with a nation waiting to see somewhere the 'one really responsible man in jail.'" Here is the chance, similarly asserts the Indianapolis *News*, to justify the oft-heard contention that "guilt is personal" by sending some of these trust magnates to jail; if they are guilty this must be done "unless the law is to have its teeth drawn." In this case, at last, adds *The News*, the Government is "reaching to the real source of the trust evil." If the packers are convicted and punished, we will have, in the Baltimore *Sun's* opinion, "the first important demonstration that the criminal as well as the civil section of the Sherman Antitrust Law can be enforced." So runs editorial comment in a score of papers, and the belief is apparently wide-spread which the St. Louis *Post-Dispatch* puts in this terse sentence: "One jail sentence will do more to enforce obedience to the Sherman Law than a hundred civil suits."

Asserting no less strongly the importance of this case, the Washington *Post* admits that it is the first criminal prosecution under the law only as far as the date of the original filing of the charges against the packers is concerned. In the interim, we are reminded, "the Turpentine Trust managers have been brought to trial and convicted, and similar indictments have been returned against officials of the Shoe Machinery Trust, the Lumber Trust, the Bathtub Trust, and a few smaller concerns." But—

"Those persons who have been convicted are out on bail pending appeal to the Supreme Court, so the claim set up that nobody has gone to jail for violation of the Sherman Law is true on its face. However, so far as the cases mentioned are concerned, the results do not go to prove that the Supreme Court ruling as to reasonable restraint weakened the criminal clause of the statute, as many lawyers and politicians contend. But whatever doubt on this point exists is expected to be cleared up by the Beef Trust prosecution.

"It is agreed that the law is here put to a crucial test for the first time, a fact which invests the court proceedings with an interest as general as was aroused by the Oil and Tobacco cases, in which the question of crime was not involved."

If, in the course of this trial, notes the watchful Springfield *Republican*, the packers are acquitted, the criminal clauses of the Antitrust Law will be "virtually repealed"; if the packers get off with a fine these clauses will become the "laughing-stock of the country"; hence, "the radicals who demand that the trusts be exterminated by making 'guilt personal' are correct in their belief that trust magnates must be sent to jail if the criminal clauses of the law are to be vindicated."

Another matter of interest is found by *The Republican* in the fact that the defense, to the extent that they have so far shown their hand, will maintain "that if they were parties to a combination in restraint of trade, the restraint was 'reasonable' under the decision of the United States Supreme Court in the Oil and Tobacco cases"; and if the judge refuses to admit evidence on the question of the "reasonableness" of the restraint, then the Supreme Court will surely be called upon "to determine what bearing this dictum concerning the 'rule of reason' had upon criminal suits under the Antitrust Law."

This argument of the packers' counsel, as the Cleveland *Plain Dealer* sees it, is, in short, that the "recent Supreme Court decisions virtually killed, instead of interpreted, the Sherman Law." Now, if this law is killed, remarks the Cleveland paper, friends of the offending corporations will find to their sorrow that "a

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substitute will soon be passed which, viewed from the standpoint of the trust magnate, may be far more stringent than the present statute ever claimed to be."

The opening speeches of the prosecuting attorneys, as summarized in the press, reveal the Government's purpose to show that "the indicted packers, or their predecessors, have dominated the meat industry of the country, and fixt prices since 1880," and that the purpose of the National Packing Company, in which the ten defendants were directors when indicted, and "which was organized by members of the combination March 18, 1903, is to continue the work 'accomplished by the pool.'" In their turn the attorneys for the packers, in addition to the line of defense referred to in the paragraph above, will try to show how the operations of their clients have benefited the public, brought in but a small profit, and have neither crusht competition nor established a monopoly, and that the high cost of meat is really the result of "a variety of economic causes."

The earliest testimony given by Albert H. Veeder, "father of the immunity bath," and his son Henry Veeder, secretary of the packers' pool, which existed from 1893 to 1896 and from 1898 to 1900, revealed the workings of this pool and the attempt, in 1902, to form a billion-dollar merger, which failed only through inability to secure sufficient capital. Tho this does not bear on the present guilt of the defendants, the more radical papers hail it as proof of their monopolistic purposes, and as inference that these purposes are still accomplished through other methods.

Newspaper-readers, who have seen references to the beef case cropping up at intervals for the last few years, are reminded that the first indictments were handed down July 1, 1903, that "immunity baths" were granted, investigations held, new indictments returned, various motions and appeals filed, upheld, and refused, holding up actual trial until December 6, 1911. And after the selection of a jury and the opening speeches, the first testimony was taken on December 26. The ten packers who are now on trial for violation of the criminal clause of the Sherman Anti-trust Law, through their connection with the National Packing Company, are:

Louis F. Swift, president of Swift & Co.
Edward F. Swift, vice-president of Swift & Co.
Charles H. Swift, director of Swift & Co.
Edward Tilden, president of the National Packing Company.
J. Ogden Armour, president of Armour & Co.
Edward Morris, president of Morris & Co.
Arthur Meeker, general manager of Armour & Co.
Francis A. Fowler, director of Swift & Co.
Thomas J. Connors, superintendent of Armour & Co.
Louis H. Hayman, manager of Morris & Co.

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"READY FOR A FIGHT OR A FROLIC."

Admiral Evans and his grandson, "Bob Evans" Sewell, just before the Admiral took the fleet around the Horn. That achievement, in the view of President Roosevelt, who sent him, was the greatest feat of the Admiral's long career, which ended January 3.

REAR-ADMIRAL EVANS

ABOUT a half-century ago a ten-year-old boy was sailing a toy boat in the school-yard one morning when another boy, evidently not friendly to his naval policy, smashed the little craft into bits with a stone. Thereat the vessel's owner picked up the same stone and smashed him. The boy was carried home on a shutter, and "little Fighting Bob" changed schools and was warned to be more careful of his boats and the way he sailed them in the future. This, we are told by the New York *Tribune*, was the first hint of Robley Dunglison Evans's genius for naval affairs and the art of war. He was also, we might add, the same lad who, many years after, at the battle of Santiago, fought his ship from the conning-tower, while the other captains exposed themselves to the enemy's fire, and who, knowing all the while that this very act was responsible for the amazing efficiency of his vessel, submitted in silence to the jeers and contempt of those who called him cowardly and an incubus to our Navy. Years afterward, when President Roosevelt took up an investigation of the merits of the battle of Santiago, it was learned that not the other ships, which were covered with popular glory, but the *Iowa* it was which, of all war-ships engaged, had done the most damage. And, again, Evans was silent and maintained the dignity of a naval officer. But for his gallantry in that fifty-mile running fight Captain Evans received the thanks of Congress and was promoted to the rank of rear-admiral. Then when, in 1907–08, the Atlantic Fleet made its wonderful world tour, it was Evans who was picked to command it. Yes, says *The Tribune:*

"That brilliant achievement, the first world cruise of an armored fleet of that size and power, fully tested Admiral Evans's ability as an organizer and a commander. All that the public knew was that sixteen battle-ships had made a 25,000-mile cruise. They could not imagine what that meant to the directing mind of the fleet, of the many hours of anxiety spent in poring over charts of harbors or reefs, of planning for supplies of fuel and food, and of keeping together in contented and happy mood the thousands of men who made up the crews of the war-ships.

"By the time he had reached San Francisco the strain had become so severe that he was unable to leave his bed, and it was necessary to relieve him from the command at that place."

Ex-Secretary of the Navy Metcalf said, when told of Admiral Evans's death, that in giving him the command of the Atlantic Fleet in its cruise around the world, he had extended to him "the choicest assignment ever offered an American naval officer in times of peace." Moreover:

"He was practically an ill man when he was selected for this

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important duty, but his splendid record justified the department in giving him this recognition of his long and efficient service. He was one of the most efficient and capable officers the Navy has known, and his name has been a household word for many years."

Of the winning of this household name, Evans's own account in "Who's Who," modestly states that

"when in command of the *Yorktown* at Valparaiso, Chile, in 1891, during the period of strained relations between Chile and the United States, his actions in connection with various incidents earned him his popular name of 'Fighting Bob.'"

But according to *The Tribune*, "this most popular and picturesque officer afloat under the American flag" had actually won full title to his pseudonym many years before. It was in one of the battles of the Civil War, we are told, when Evans, an officer in Admiral Porter's fleet, was charging with sixty-two men over twelve hundred feet of sand in front of Fort Fisher. And "Fighting Bob," as he was ever afterward called, was in front of them all.

"A Confederate sharpshooter riddled his left leg. He tied his handkerchief over the wound and ran on. The sharpshooter put a ball through his right knee. As he fell the Confederate fired again, and took away part of his foot. Evans borrowed a musket and shot the sharpshooter through the head.

"When they got the Yankee officer to the Norfolk hospital, after the battle, preparations were made to amputate both legs. Tho weak from long torture, the fighting gleam came into his eyes at this announcement. When the surgeon appeared ready for work Evans braced himself in bed on his elbow and drew a revolver from under his pillow. He announced that the pistol contained six cartridges, one apiece for the first six surgeons who tried to destroy his power of locomotion. He kept his legs."

The stories told of this man, our informant goes on to relate, are numberless. But here are two:

"When President Roosevelt decided that it would be a good thing to send the Atlantic Fleet around the world, Admiral Evans was its Commander-in-chief when it sailed out of Hampton Roads. Owing to ill-health he relinquished the command when the fleet arrived at San Francisco.

"Just before the fleet sailed the Admiral was the guest of the Lotos Club in this city, and in the course of a farewell speech he caused a lot of talk when he remarked that the fleet was 'ready for a fight or a frolic.' That remark was cabled all over the world, and all sorts of constructions were put on it, but Evans never retracted a word of it.

"Once Admiral Evans attended a service in Trinity Church, and was ushered into the pew of a wealthy New Yorker. The New Yorker coming in saw the Admiral, and, not knowing him, took a card from his pocket and wrote on it, 'I pay $1,000 a year rent for this pew,' and handed it to the Admiral. The Admiral looked at the card a moment, and pulling out one of his own wrote on it, 'You pay too much,' and handed it to the New Yorker."

HIS INAUGURATION STARTS A NEW CALENDAR.

China's first President, Dr. Sun Yat-sen, brings his Republic into step with the rest of the world by making the Chinese New Year fall on January 1, the day he took his oath of office. Hitherto the Chinese year has begun in the middle of February. Other similar changes are expected.

THE NEWEST AND GREATEST REPUBLIC

THAT CHINA, not Japan, is now the Land of the Rising Sun, is suggested by our paragraphers, when Dr. Sun Yat-sen is made President of the new Republic. Furthermore, Japan will no longer be the most Occidental nation in the Orient, it is remarked, if the Chinese succeed in establishing a federal republic modeled upon the Government of the United States, with leaders imbued with Western ideas through their education in Europe and America. The press of this country are looking with wonder at the establishment, in these early days of 1912, of the world's youngest but biggest republic. For even tho Mongolia and Turkestan become independent or pass over to Russia, and Manchuria fall to Japan, China would remain the most populous nation on the globe. "The 400,334,000 have awakened," as the San Francisco *Post* remarks, "and the last sound to be heard from the strongest line of rulers in history is the wail of a baby." So it is not surprizing to find the overturn in China given first place in most summaries of the notable events of the past year, and one editor predicts that the future historian will put down the awakening of China as the most important contribution to human progress made by the first decade of the twentieth century. Readers of the Minneapolis *Journal* are reminded that in their time "is happening in China one of those world changes comparable only to the discovery of America, the Crusades, the fall of Rome, the defeat of the Persians at Salamis." And in even more sweeping phrase the New York *Journal of Commerce* calls the coming "reorganization of the Chinese Empire as a federal republic" one of the most stupendous experiments of all history "and perhaps the most remarkable event that has occurred since, with the coming of the Goths and Vandals, there passed away the Empire of Rome." But tho this may astonish the rest of the world, continues this editor, "it may also leave the mass of the Chinese people unconscious of any change." For,

"A bowl of rice will cost no less than it did before, and the half-cent needed to buy it will be no easier to earn. . . . There is no magic in the proclamation of a republic to transform the pinching poverty of the vast majority of the people of China into a less bitter struggle with starvation, and possibly the most serious peril threatening the new régime will be found in its failure to work miracles by bringing forth, in the very act of its creation, a higher type of national well-being."

Nevertheless, if the policy of the new republic "is to be shaped by men combining unselfishness with honesty and a clear perception of the needs of the people with both," *The Journal of Commerce* thinks that "the beneficent influence of the new

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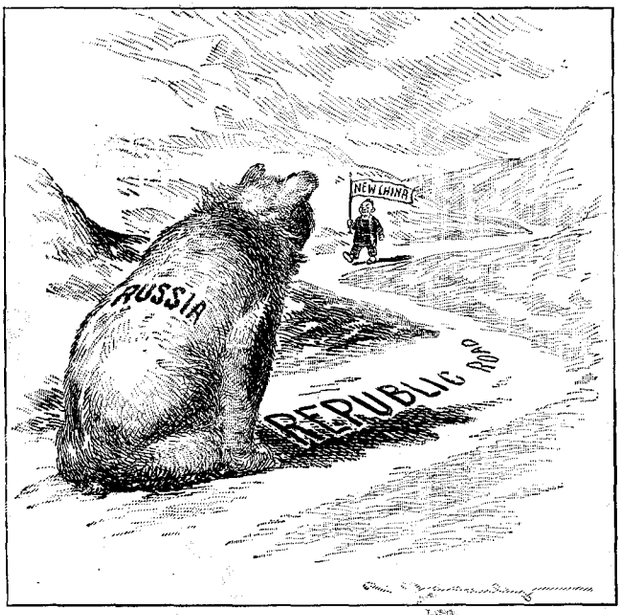
order ought to be very quickly felt." A similar guarded optimism characterizes a large part of our editorial comment.

Bad omens for the monarchy and good ones for the new régime are seen in the election of so able a man as Dr. Sun as President, surrounded with advisers like Wu Ting Fang, in the confession of weakness implied by the imperial edict agreeing to submit the question of the form of government to a national conference, and in the fact that many Chinese troops in the north have declared for a republic. Yuan Shi-kai's success in squeezing funds from the Manchu princes, and his bold declaration that he will fight the republicans to a finish are discounted by the remembrance of the previous revolutionary victories in the field. "The republican leaders of China are succeeding," declares the St. Louis *Post-Dispatch*, and "before the generation closes which saw the Allies set fire to Tien-Tsin and leave a trail of massacre along the road to Peking, the United States of China may open the way for the redemption of Asia."



THE RECEPTION COMMITTEE.
—Macauley in the New York *World*.

Considerable assurance of Chinese capability for self-government is found by the St. Paul *Pioneer Press* in A. R. Colquhoun's *Fortnightly Review* article in which he notes that "the Chinese appear, from a period antedating the dawn of reliable history, to have possest in a peculiar degree the instinct of self-government." The St. Paul daily goes on to say that a republic for China would not be difficult of accomplishment:

"The provinces, or states, already have local parliaments and a fully equipped machinery for local self-government. They are fiscally independent for certain purposes and have many of the specific special rights now enjoyed by the various States in this country. . . . China already possesses the essentials of democratic liberty and this will be manifested in her future, whatever the actual label attached to her government may be."

Another argument, which is strongly emphasized by the New York *Commercial*, is that the Chinese are, in their own way, "the best-educated people in the world." To quote:

"Every coolie can read and write his own complicated language, and the news can be spread throughout China once the way is opened to distribute papers. Illiteracy therefore will not bar a campaign of education that will teach the people the meaning of self-government and the way to elect representatives. Whether a republican form of government is best suited to the Chinese temperament remains to be seen, but there will be no trouble in making the people understand what the change means, provided that those who assume control at the beginning are honest in their endeavor to impart the knowledge. The Western world does not grasp the fact that there is no illiteracy among the men of China nor realize the effect that this will have when they have a chance to think and act for themselves."

On the other hand, many can not help agreeing with Prof. W. G. Bateman, who has just returned from his post in the Chinese Imperial University in Peking, that "a republican form of government in China would be an absolute failure," that the people there are more ignorant than we realize, and that "the nation can be saved only by an enlightened despotism." The New Orleans *Times-Democrat*, Philadelphia *Public Ledger*, and Providence *Journal* argue strongly that the Chinese people are now and will for many years be unfit for self-government. A republic, as we understand it, in China, is to the Boston *Globe* "hard to imagine," to the New York *World* "an absurdity," and to the New Orleans *Picayune* "simply preposterous."

The chief peril confronting the project of a Chinese republic is that of "territorial disintegration," according to the New York *Tribune*. The danger of "foreign aggression and of the crumbling of the great unwieldy nation into small, powerless governments" increases daily, believes the New York *Sun*. And the Atlanta *Journal* similarly observes that "the Powers will be but decently patient in waiting for the excuse that will permit them to step in, like the instalment-furniture man, and carry China away."

TOPICS IN BRIEF

THE course of true peace never did run smooth.—*New York Evening Post.*

THE Beef Barons fail to get an immunity bath, but they are in hot water.—*Philadelphia Record.*

THE defense of the Beef Trust is that it tried to be a monopoly and didn't succeed.—*Philadelphia Record.*

WELL, anyhow, Mr. Shuster emerges from the controversy with a pretty good magazine rate.—*Washington Post.*

THE thing we can not quite understand is why the members of Congress do not vote themselves pensions.—*Charlotte (N. C.) Observer.*

GENERAL REYES is taking the blame for the Mexican revolt. If there had been anything else to take he wouldn't have surrendered.—*Philadelphia Record.*

THE ultimate consumer has one advantage. He never gets arrested for trying to smuggle a $100,000 pearl necklace into the country.—*Chicago Record-Herald.*

"ORDER restored," cheerfully report the Russian generals from Tabriz. It's the old formula—first provoke the disorder, then quell it, then take the country as pay.—*Springfield Republican.*

MR. SHERMAN says he doesn't want to be Vice-President again. Typical Americans hate to withdraw from active life for more than four years at a time.—*Cleveland Plain Dealer.*

PROBABLY Adam never forgot his first New Year's Eve.—*Chicago News.*

THE lion and the bear seem to have made Shuster the goat.—*Pittsburg Gazette-Times.*

OHIO may feel like pleading that it is entitled to a little rest between campaigns.—*Chicago News.*

THERE are no prohibition laws in Russia, judging by the way they are rushing the Khan.—*Washington Post.*

IF they succeed in forming that $20,000,000 collar trust, we know where the public will get it.—*Washington Post.*

MR. LA FOLLETTE, speaking in Ohio, asked: "What are we here for?" We know, Bob, but you won't get it.—*Washington Post.*

SEATTLE wants some of its city councilmen recalled. It is painful for Philadelphians to recall some of theirs.—*Philadelphia North American.*

THE report that a quiet movement is on foot to secure the nomination of Charley Fairbanks as Vice-President was probably confused with Willis Moore's cold-wave warning.—*Washington Post.*

HERE we've been in the newspaper business a good many years now without once being pointed out by Colonel Roosevelt as an infamous falsifier. It is very discouraging.—*Columbus Ohio State Journal.*

IF this fad of carrying dynamite around the country spreads much more we may yet see Pullman porters and transfer man handle baggage with some respect.—*Washington Post.*

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FOREIGN COMMENT

WHY RUSSIA INVADES PERSIA

MR. SHUSTER ALONE is blamed by the Russians for their invasion of Persia and their wholesale executions at Tabriz. He forced them into it, they declare. He has proved a sorry friend to the land he was supposed to serve, and, whatever his motives, has plunged Persia into misfortunes worse than it had before it called him to its aid. The semi-official *Novoye Vremya* is very indignant at those who see in the military occupation of Persia anything else than a campaign "against the intolerable offender against Russia's honor, the insolent son of the United States, Morgan Shuster, and the high officials of the Persian Government who have connived at his acts." This leading St. Petersburg organ of Russian opinion says in substance:

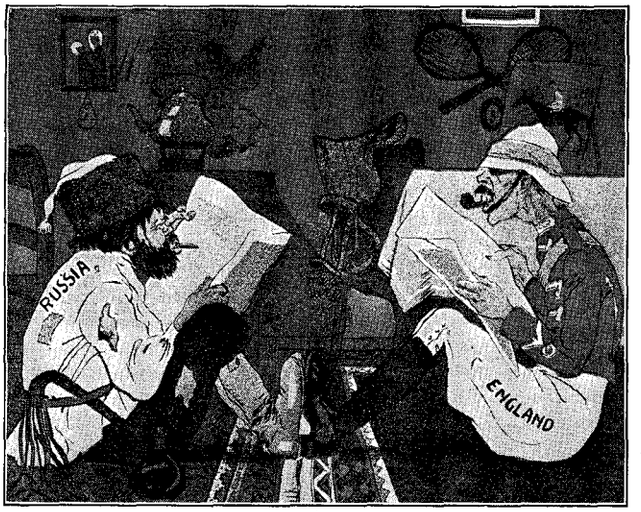
THE SHROUD OF PERSIA.

The shuttle flies, the loom is loud,
The master his dire weapon waves
O'er us, the weakest of his slaves,
Who weave our well-loved Persia's shroud.

—*Amsterdammer.*

"This American has clearly busied himself, not with the management of the Persian Department of Finance, but with the incitement of Persia against Russia and England on the ground that they were hindering his wise measures. Instead of rescuing Persia's finances from disorder, he has brought into Persia new elements of disintegration. He has done nothing else. From the time of his confiscation of property deposited with the Russian bank, Mr. Shuster has sought only occasion for the creation of new scandal. The Russian Government demanded satisfaction. Instead of meeting this demand, the Persian Treasurer-General circulated in Persia a pamphlet attacking Russia and England. Not satisfied with this, he busied himself with airing his views in England. The Persian Government appeared to be in full accord with its official. Instead of immediately disciplining him and discharging him for his culpable agitation directed against a neighbor nation, it adopted the same policy of disrespect toward Russia.

"The only recourse left to Russia was an invasion of Persia by its troops. Russia took this step because the activities of the Persian Government did not admit of taking any other."



RUSSIA AND ENGLAND—"Keep on your own side of the line!"
—*Ulk* (Berlin).

In another editorial the *Novoye Vremya* declares that Russia has not sought and does not seek in Persia territorial expansion, and adds that only the enemies of Russia, such as the German and English radicals, could think such a thing. Russia has invaded Persia merely for the protection of its rights. The beginning of the strained relations between Russia and Persia, the *Novoye Vremya* states, lay in the insults inflicted on the consular representatives of Russia by the gendarmes of Shuster, but the Russian troops were by no means sent into Persia in order to settle accounts with these gendarmes. The subsequent offenses against Russia of which the highest officials of the Persian Government were guilty, and their utter lack of respect for the dignity of Russia, were of an incomparably more heinous character. The brush with the gendarmes wound up with an imbroglio with the highest officials of the Government. Both Russia's verbal protests and even formal notes made no impression on Persia, "any more than bird-shot on a thick-skinned wild boar."

Russia desires to remove the causes of this endless chain of offenses against itself on the part of the Persian Government. "It desires to rid Persia of Morgan Shuster, and to prevent the future appearance on the Persian stage of any new Shusters." Russia does not seek the overthrow of the present Persian Government, we are assured, even tho it has shown itself hostile to Russia, nor does it demand the restoration of the ex-Shah to the throne. It does not ask, either, for control over the activities of the Persian Government by itself alone, but jointly with England. The *Novoye Vremya* elsewhere states that "Russia did not introduce her troops into Persia as a slight chastisement of that country for its non-observance of diplomatic etiquette. The Russian troops ought to restore in Persia the power of the Russian name, which has recently been entirely forgotten there. As long as our lawful claims in Persia are not assured, Russian troops ought to remain in Persian territory."

While, according to the *Novoye Vremya*, "the Persian Government did not need a push, but fell of itself, like a tree rotten at the base of the trunk," the liberal *Russkiya Viedomosti* (Moscow) attributes the reign of chaos in Teheran rather to the imbroglio with the Russian Government and the distinction attained by that city "as a capital abandoned by the Government of the nation." "Thus apparently," it states, "the apple is ripe for plucking, and an insignificant incident, the letter of Morgan Shuster, shakes it into the already long-waiting basket." It further hints, however, that in the campaign of the Russian

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Army in Persia "the desires of the adherents of the unlimited territorial expansion of Russia are realized." The *Viedomosti* ridicules the explanations given by the "officious" Minister of Foreign Affairs of Russia, which are in substance those exprest by the *Novoye Vremya*, and states that the past conduct of the Russian Government in Persian affairs points to motives of another kind. Those who see such motives can not admit that "Russia could place itself in the absurd position of a man who arms himself with an ax against a gnat, since the mobilization of troops against Morgan Shuster can not be looked upon otherwise."—*Translations made for* THE LITERARY DIGEST.

ITALY TO REVIVE IMPERIAL ROME

IT IS NOT at the prompting of capitalists and merely for the sake of lucre that Victor Emanuel has seized upon a section of Northern Africa. He feels it in his veins, we are told by such organs as the *Giornale d'Italia* (Rome) and the *Rivista de Roma*, that he and his country have a right to recover the conquests of Scipio Africanus, or at least to inherit the Empire of Trajan. This is the conclusion arrived at by a writer in the *Minerva* (Rome), who summarizes the views of many editors, including that of Georges Grosjean, a well-known French journalist and political thinker, who writes to this effect in the *Revue Hemdomodaire* (Paris). Italy, great as were the services of Cavour in wresting the Peninsula from the hands of the Austrians, uniting the provinces, and erecting a monarchy over all, did not quite obtain her due. Triest was still left unrestored, unredeemed, *irredenta*, and Corsica remains to this day in the possession of France. Thus we read in the *Minerva:*

FROM TRAJAN TO VICTOR EMANUEL.
—*Lustige Blaetter* (Berlin).

"Modern Italy is obsessed with the idea of Roman greatness in ancient times. She is trying to decorate her brows with the helmet of Scipio Africanus. Her inspiring motive in the present is derived from the past. 'In the near future,' declares an Italian writer, 'Egypt, Tripoli, Tunis, Algeria, shall be our natural colonies. In vain do France and England attempt to revive in themselves the glory of ancient Rome and to take the place of Italy in Northern Africa. We can not forget that there are fifteen thousand Italians in Egypt and more than that number in Tunis and Algeria, and that the arts, the industries, the commerce of our country are in the grasp of the Italian race throughout the whole coast.' People are also apt to forget that there is another Mediterranean country whose nationality, natural and historical, no one dares or will dare to question—Corsica."

But the ambition of Italy, we read, extends farther north and east than either Corsica or North Africa. It extends to the eastern capital of the Empire of Valens, even to Constantinople and the Balkans:

"The Adriatic is not wide enough for two great Powers at the same time to enjoy and develop therein their commercial and political potentialities. It is therefore necessary that we should take away from Austria that Latin territory which it unjustly retains possession of, to recover the preeminent dominion of the doges in the Ionian Islands, in Illyria and Albania. An autonomous state, made up of Macedonia, will then be governed under a prince of the House of Savoy. Then will follow a Balkan Confederation over which the King of Italy, elected Emperor, will stand as protector with Salonica as his federal capital. Constantinople will finally be ruled by an imperial viceroy."

Is this only a dream? asks the *Minerva*. Not a bit of it. It is the deliberate plan of wide-awake Italy. To quote its words:

"Are these merely wild fancies—chimeras? By no means. The Italians are not indulging in midsummer visions. The Italian is a determined man, a calculator, he has immense confidence in himself. He does not anticipate any such thing as failure—he sees nothing unreasonable, impracticable, in his forecast. We must take into account his cleverness and his power to wait, the subtle skill for combinations of which he is master in his schemes. At the gaming-table he is always on the alert, attentive, resourceful, astute, and quick to take advantage of his adversary's bad play. He cares only for success, no opportunity is overlooked, no means to his end is considered unwarrantable."

Wider still is the Italian outlook on the western part of the Mediterranean, for as this writer reminds us:

"Tripoli occupies a strategic position of the first order. Its harbors, Bomba and Tobruk, offer anchorages equally as safe and ample as Bizerta. Tobruk once sheltered the fleet of Nelson, and its occupation by Italy is a distinct menace to English sea-traffic, whose absolute freedom and safety, in peace and war, are vitally necessary to the Empire. Tobruk is one of the finest harbors in the Mediterranean, superior, in many respects, to Malta, Gibraltar, or Bizerta, and if well fortified, as it certainly will be, would threaten the flank of any fleet that crossed the Mediterranean, and it is, of course, only a short distance from the Suez Canal. Cyrenaica commands the road to India. It possesses fertile and well-irrigated lands, whereon the vine, the olive, and cereals abound. Tripoli, if it has not all the value attributed to it by many, is economically important because of Sicily. It is therefore no campaign of folly that Italy is conducting. Hers is a policy of action, vigorous, cautious, tireless, which is supported by a diplomacy at once quick and acute, rapid and foresighted, and of a sagacity which can not be deluded."

Speaking as a Frenchman, Georges Grosjean sees nothing in the vast ambitions of Italy to alarm Paris, any more than they can alarm the United States or Japan. Italy is to have "a commercial alliance with France and a political alliance with Germany." England and her route to India, and her possessions in the Mediterranean, are not quite so safe from this lion's cub, petted in the household of Europe and now realizing his fangs and his claws. After all, this Gallic journalist does not take too seriously the little lion's growl and thinks that, like *Snug* the joiner, Victor Emanuel, with his face toward Turkey, sometimes glances over his shoulder at the other nationalities and says, "Fair ladies, I would entreat you not to fear, not to tremble, I am no lion!" To quote this Gallic journalist:

"Italian imperialism need not alarm us. The persistent claims made for the surrender of Corsica, Nice, and Savoy need not trouble us. We may be friends all the same, just as England is in spite of Malta, and Austria is in spite of Triest. We do not intend, in fact, to leave the whole Levant to Italy's tender mercies, but only promise that, in exchange for her unselfishness

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in the Morocco matter, we will yield her *carte blanche* in her Tripoli plans and watch her conquests in Africa without disquietude or jealousy."—*Translations made for* THE LITERARY DIGEST.

AS RUSSIA SEES THE AMERICAN JEW

"WE HATE the Jews in Russia," remarked the editor of the *Novoye Vremya* recently, with a cynical frankness that was at least refreshing. The reason he gave for this international antipathy was that the Hebrew outclasses the Russian Gentile in every walk of life. He is doing the same in the United States, say the leading organs of opinion in St. Petersburg, and they lay our abrogation of the treaty of 1832 to his supremacy here in politics and business. In journalism, the industries, in high finance, the Hebrew takes the lead, and his influence, we are told, is paramount in our Government. He not only bears or overbears the money-market to the brink of panic, but he actually elects the Governor of his State and even the President of our Republic. The American Hebrew, it is said, is the sagest and most able of his race, and the Czar wants no such formidable character in Russia. The views of the higher powers there are thus given in the *Novoye Vremya* in an article under the heading "Mr. Sulzer and Co.":

CHRISTMAS GIFTS FROM SANTA CLAUS.
—*Kladderadatsch* (Berlin).

"The days of the Russo-American treaty of 1832 are apparently numbered. This treaty has been in force for eight decades without evoking any criticism, and during this period has given to American industries a wide and undoubtedly increasing market for their products. Moreover, it would have still continued in force for a long period if it had not been for the complications arising from the most recent changes in the distribution of the national forces of America.

"The American Hebrews, who are principally emigrants from Russia, have acquired in the United States, particularly in the financial world, great or even predominating influence. On the other hand, the concentration of the principal masses of Hebrews in New York makes them practically the arbiters of that State, which has in turn decisive importance in presidential elections. Thus the American Hebrews have fortified themselves in two important positions—the financial and the political. In addition, they hold a most influential position in journalism, which renders them able to disseminate their views among the great masses of the American people. The movement against the Russo-American treaty of 1832 is due to the growth of the Jews in all these three respects. Operating simultaneously along these three lines, American citizens of Jewish faith have persuaded some, and forced others, to fulfil their wishes.

"It has been demonstrated that the object of the movement is the attainment by American Hebrews of the right of free entry into Russia without being subordinated to those restrictions which have been established by Russian law for the Hebrews who are Russian subjects. From both the judicial and the political standpoint, the baselessness of such pretensions is evident.

"No nation could demand for its subjects who enter a foreign country superior rights to those possest by the subjects themselves of this foreign country. No nation has the power thus to restrict any foreign government in its right to take such measures as it judges necessary relative to the entry of foreigners. The treaty of 1832, in granting to the subjects of both Powers the right of free activity within the boundaries of Russia and the United States, did not thereby deprive either the Russian or the American Government of the power of prohibiting by law the entry into its territory of 'undesirable foreigners.' Only recently have doubts as to such a right been raised by any one."

America has violated this treaty as much as Russia by barring out undesirables, remarks this writer, who goes on to give his specifications as follows:

"From the Russian point of view, the immigration laws of the United States are distinguished by incredible severity. Russian subjects possest of a high degree of health and strength are not admitted to American soil if it appears that they possess even one ruble less than the sum stipulated as necessary by the rules for immigrants. In this connection reference to the treaty of 1832 would have no weight with the immigration officials. . . . Even the Russian Government would protest in vain against such action on the part of the American authorities, which action is doubtless in contravention to the letter of the treaty of 1832 stipulating free entry of all Russian subjects into the United States."

We are also charged with discriminating against immigrants on religious grounds when we bar out polygamists, for "this means that 16,000,000 Russian subjects of the Mohammedan religion are thus excluded from America—contrary to the treaty of 1832." Mr. Sulzer and his friends are not ignorant on this point:

"These gentlemen certainly know this. But what is there for them to do? The campaign has already begun for the selection of nominees for the presidency, and the prospective nominees are obliged to conform with conditions as they find them. The campaign requires enormous funds, and those who can furnish them have the right to name their conditions. The financial world of America, which is under the control of Hebrew financiers, takes advantage of this right. These financiers say to the prospective nominees, in brief, 'Either—or.' Choice evidently does not remain to the latter, and they are enrolled as members of the national committee which is seeking the abrogation of the treaty with Russia.

"We can not say that this American movement is a matter on which we can look with entire indifference. From the economic point of view we lose nothing by the abrogation of the commercial treaty with America. America loses by it, and not Russia. But the logical development of the question leads to the suspension of access to America by new hundreds of thousands of Russian Hebrews who are thus left in Russia. In this respect America gains and we lose. The American Hebrews have also this object in view in the agitation started by them. They do not wish, and even fear, the further growth of the exodus of Hebrews to America, which brings with it the competition with the American Jews of those of their race who would otherwise remain in Russia, and also brings socialism and anarchism into the bargain.

"The instructive lesson to be derived from all this affair is that the great American Republic already walks under a yoke laid on its neck by the Hebrew financiers, and that Messrs. Wilson, Clark, and Harmon feel on their backs the unsparing whip of the driver."—*Translation made for* THE LITERARY DIGEST.

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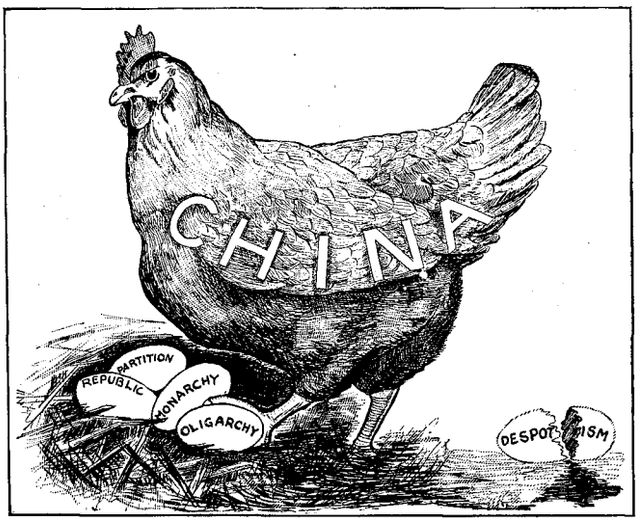
YUAN-SHI-KAI'S QUANDARY

CONFRONTED on the south by the rebels, on the west by Russia's Mongolian designs, on the north by Manchu indifference and incompetence, and on the east by Japan, Premier Yuan-shi-kai's lot is not considered a happy one, as lots go. His plan of settling everything by a referendum, letting a national convention decide for a republic, monarchy, constitutional monarchy, or what not, has fallen through, as each side thought the convention would favor the other, and peace is again postponed. The Peking correspondent of the *Yamato* (Tokyo) has interviewed Yuan, who says he believes that a constitutional monarchy is best, but is willing to let the people decide. He gives the following reasons for his support of the Emperor:

"I doubt whether the people of China are ripe at the present time for a republic or whether under present conditions a republic is adapted to the Chinese people. The situation in China is complicated by a number of different factors, perhaps not understood abroad.



WHICH?

—*The National Review* (Shanghai).

"In the first place, there still exist among the masses a strong sectional feeling and a provincial feeling which has not been destroyed. While this has undoubtedly died out among those educated along modern lines, still they are only a comparatively small element of the country's vast population. In considering the form of government to give stability it is necessary to consider the vast majority of the people rather than the small minority."

Added to the difficulties the head of the Cabinet meets with from an empty treasury and the failure of the conference between the Republican and Imperial parties, he has also found the other members of the Ministry intractable and apathetic. One appointee is in Paris and declines on account of bad health to return. "I for one," declared Liang Chi-chao, nominated Minister of Justice, "have no desire for the post and no intention of serving in so precarious a cabinet." Admiral Sah, nominated as Secretary of the Navy, is at enmity with Yuan, according to the *Hochi* (Osaka), the source of our information, and evidently has no intention of accepting the portfolio; and this paper concludes by saying:

"Some of the representatives of foreign Powers are beginning to murmur at the lack of public spirit among the native officials. The recent financial panic in Peking was caused mainly by the selfish act of the mandarins who, scenting the approaching whirlwinds of revolution, vied with one another in withdrawing their deposits from the banks. Prince Ching and Na Tung, the most powerful of the Manchu statesmen, seem to be busy only in securing their private fortunes against the emergencies of a revolution. Their Chinese colleagues seem to be no more concerned with the wo and weal of the state."—*Translations made for* THE LITERARY DIGEST.

AUSTRALIA'S STATIONARY POPULATION

AUSTRALIA is said to be "the paradise of the workingman"; its climate is glorious, its lands are cheap and almost boundless, its laws favor the cause of labor, and it was the first English-speaking commonwealth to start a system of government pensions for the aged and the sick. Yet Australia does not grow in population as it should do. In 1901 the population was 3,774,000; in 1911, 4,525,000, an estimate based on the latest figures, showing an average growth of only 75,000 a year. Of course such a country expects to derive a large part of its population from immigration, but this supply, it appears, is disappointing. While the birth-rate, 26.4 per thousand, is the same as that of England, lower than that of Germany's 32, and higher than that of France's 20 per thousand, it can only be from an influx of foreigners, says the *Économiste Française* (Paris), that a country with such natural resources and advantages expects to grow. The Commonwealth, however, according to the Paris paper, receives on an average only from 6,000 to 7,000 fresh colonists a year. "This is an insignificant number," declares the writer, and he continues:

"During the past few years the Australians have abandoned their attitude of hostility toward immigration, and the Governments of the six States of the Confederation have made some efforts to encourage it. The results of such efforts have, however, been very slight, because people in Australia do not understand that in order to create a current of immigration all the great ports of the country must be thrown open. What is more important to consider is the great distance of Australia from Europe."

But the Australians are fastidious about the class of people who seek a home in the antipodes. They refuse to provide a "melting-pot" into which the polylingual nations of Europe may pour their offscourings. Nor do they care especially for any class of workers excepting farmers, and we read further:

"The Australians seek to exclude as far as possible all but those who are cultivators of the soil, and are of English nationality. England can not possibly supply them with these. On examining carefully made statistics on this point we find that on an average England loses by emigration 300,000 a year. Being farthest removed from the 'Mother Land' of all British possessions, Australia can only count on the least fraction of this total, of which the farmers are in a weak minority."

The views of the Australians on immigration and the demands they make of foreign colonists are unreasonable, declares this writer, and he gives the following grounds for his opinion:

"In other civilized countries than Australia there are but a few white farm-workers, and these have no need to expatriate themselves. In countries like England, where the industries flourish, professional cultivators of the soil are relatively few in number, and the overplus of these workers, after the needs of local exploitation have been supplied, is insignificant. Immigrants, taken as a class, whatever their nationality or destination, are without exception people who have failed to establish themselves in some profession or other. The country that accepts them must learn how to utilize them, to form them, and give them work by which to live. A country like Australia is bound to accept the disadvantages of this inevitable sacrifice."

This writer, with his eye perhaps on Japan, concludes by giving the Government of the Commonwealth some plain but excellent advice:

"If the Australians fail to modify their views on this question of immigration, they will be running certain very serious risks. A territory so vast as theirs is, so easily exploited, and yielding enough to satisfy the needs of a population tenfold as numerous as that which now occupies it, is like a treasure only half guarded in the midst of a crowd of starving men."—*Translation made for* THE LITERARY DIGEST.

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ENERGIZING AND ENERVATING KINDS OF WORK

THAT WORK may either energize or enervate—may give tone to the organism and strengthen it, or weaken and enfeeble it—is asserted by Herman Schneider, Dean of the College of Engineering of the University of Cincinnati, in *The American Machinist* (New York, December 7). If our work is energizing, Mr. Schneider tells us, we shall improve in initiative, mental development, contentment, moral tone, civic duty, and quantity and quality of production; if it is enervating, the reverse will be true. If we understand the true natural law of work and apply it, the percentage of energizing work will increase. Says Dean Schneider:

"In medicine there are two types of doctors. One treats superficial symptoms, the other first searches for the basic cause and then prescribes. The first kind gives a headache-powder; the second finds the functional disorder which causes the headache and works to remove it permanently. In the long run the first doctor weakens the resisting power of his patient, while the second strengthens it.

"We are paralleling this in our treatment of industrial ills. When there is a general or a particular industrial breakdown we want immediate relief and take the headache-powder cure. Ills in the form of labor troubles, profit-killing, foreign competition, inadequately skilled artizans, large groups of workers constantly shifting and drifting aimlessly from one occupation to another, an increasing feeling of centrifugal tension where solidarity should exist—these are pressing more urgently day by day. In response to the need there have arisen in rapidly increasing numbers doctors of industry, both skilled and quack. They are generally specialists, one for the head, another for the heart, another for the stomach. The body politic is being treated by each of them independently.

"The ills are all ills that grow out of work. They are not a mysterious wasting away, visitations of Providence, fits brewed by the powers of darkness, or something that runs in the family, any more than headache is. The causes are real, and lie within the realm of natural science. Therefore, the logical starting-point of a diagnosis must be to ascertain the natural laws of work, non-conformity to which causes our industrial headaches.

DEAN HERMAN SCHNEIDER.

Since we are what our work makes us, we should, according to this eminent engineer and educator, see that our work makes us stronger, instead of weaker.

"Now, there is a natural law of labor which operates as surely as the law of gravity.

"It can be shown by history that a people who will not work will fall to swift decay.

"The substance of the law of labor is: Work and you will reach a higher mental development; cease work and you will degenerate. The law applies to individuals, to communities, to nations, and to civilizations.

"As a compelling prod to drive humanity to save itself, there is another natural law, which needs no proof. Simply stated, it is *work or starve.*"

In order to energize and not enervate the worker, however, work must require brain action; it must not be automatic, and this kind of work is becoming unfortunately less frequent. On this point we read:

"It is unquestionable that much of the present spirit of industrial unrest is nature's protest against work without light, physical and mental. It is this purely automatic, high-pressure work in closely crowded rooms, which is the most ominous feature of modern industrialism. Its most serious aspect is the effect upon mental development. Scientific research has shown us that the monotonous, rhythmic repetitions of the machine's motions and the monotonous, rhythmic motion of feeding the machine produce a hypnotic deadening influence on the mind. The lower brain-centers, controlling habits, are developed at the expense of the higher thinking-centers. Research further shows that the higher centers in the brain of such a worker are in danger of getting into a permanent, inelastic, hopeless set, if a lively stimulus is not supplied. . . . . .

"The situation sifts down to this: Energizing work is decreasing; enervating work is increasing. In spite of the warnings of history, we are rapidly dividing mankind into a staff of mental workers and an army of purely physical workers. The physical workers are becoming more and more automatic, with the sure result that their minds are becoming more and more lethargic. The work itself is not character-building; on the contrary, it is repressive. When self-expression comes, it is hardly energizing mentally. The real menace lies in the fact that in a self-governing industrial community the minds of the majority are in danger of becoming atrophied, or at best of becoming trifling and superficial because of lack of continuous exercise in conjunction with the earning of a livelihood.

"The kind of citizenship that a republic needs can not be built on sixty hours per week of automatic work.

"But we can not reverse our present economic order of things. Automatic work is increasing and will continue to increase for a long time to come. The condition is here and philosophical discussion will not remove it."

What, then, shall be done? Analyze the different kinds of work in accordance with the relative amounts of energizing and enervating elements in them, and see that every worker has at least a reasonable proportion of the former to do. Mr. Schneider's scale runs from the work of the locomotive engineer, which he regards as containing no enfeebling elements and rates at 100 per cent., down to that of the girl in a steam laundry, which he considers entirely enervating and rates at zero. We can often raise the rating of a specified kind of work by introducing energizing elements into it. For instance, the author says:

"It should be noted that where the work is done under conditions which permit the operatives to talk without interference to their work, the rating is much higher than where such is not the case. When we walk our habit cells control the action, but we can walk and think at the same time. The same principle holds in automatic occupations. If the motions are not too rhythmic, both of hand and machine, and conversation is permitted and encouraged, the work is not nearly so repressive.

"In a certain mill employing girls at strictly automatic work the employees were placed facing one way, so that one operative looked upon the back of another; between adjacent operatives was a small partition. This mill had to replenish its entire force each year, until the scheme was changed to a round-table plan which encouraged conversation. After this the losses were normal.

"An interesting case of shop psychology is the following: In a certain piano factory a number of girls were employed to assemble the mechanism which transmits the action to the strings when the key is struck. Each girl attached a piece with a limited number of motions and was paid on the piece-work plan. These employees were the most discontented in the firm, and were constantly shifting to other occupations. Various means, such as rest-rooms and decorated surroundings, were tried without success.

"As a last resort the foreman got a fine big Maltese cat and

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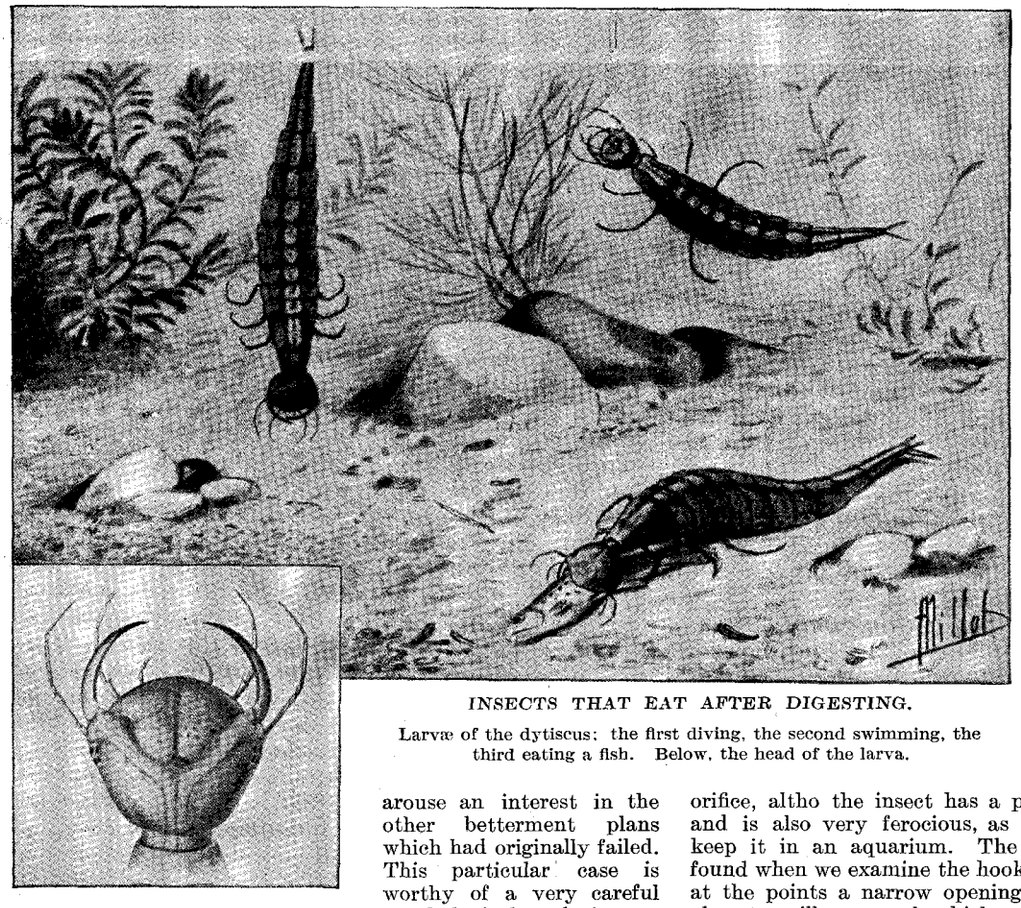
placed it in the room one morning before the girls arrived. This solved the trouble completely. The cat compelled rest periods, for every now and then it would jump into a girl's lap and take her attention from her work for a few moments. In this way the tension of the high speed was relieved, permitting the elimination of fatigue poisons at irregular but sufficient intervals. Every girl planned at home to bring something in her lunch basket for the cat to eat, whereas attempts to get them interested in the decorating of rooms failed. When girls left this firm and went elsewhere, where there was no cat, they quickly returned. Production increased and peace reigned. The commercializing of a woman's home instinct for a cat probably energized the work 10 per cent.

"It was found also that the introduction of the cat began to arouse an interest in the other betterment plans which had originally failed. This particular case is worthy of a very careful psychological analysis.

"The details just stated are cited not so much to show specific methods of procedure, as to emphasize the basic fact that we are, individually and collectively—human units, towns, states, and as a nation—what our work makes us."



INSECTS THAT EAT AFTER DIGESTING.

Larvæ of the dytiscus: the first diving, the second swimming, the third eating a fish. Below, the head of the larva.

MISTAKE ABOUT A "LOST ART"—It is no doubt highly romantic to think of "lost arts," about which the ancients knew everything and we know nothing, but sometimes these romances are wrong. Tempering of copper, says a writer in *The Mining and Scientific Press* (San Francisco), is popularly supposed to be "one of the lost arts," but as a matter of fact is one that was never possest to any higher degree than at present. He remarks:

"It is safe to say that copper has never been tempered at any time by any one, as it does not possess the necessary properties. Copper can be hardened in a number of ways, the easiest being to plunge the finished article into molten antimony or arsenic; the resulting alloy formed on the surface is exceedingly hard and brittle. Recent research in Mexico has shown that the tools there supposed to be made of hard copper were made by smelting mixt ores of copper, nickel, and cobalt; the resulting alloy, something like monel metal, was naturally hard. None of these old tools are of a quality equal to those which can now be made."

CREATURES THAT DIGEST FIRST AND EAT AFTERWARD

SOME INSECTS that are so built as to be able to take only liquid food inject a digestive fluid into their prey and thus gradually dissolve it, sucking in the liquid so formed until nothing remains but the dry skin. Mr. Henri Coupin, who contributes to *La Nature* (Paris, December 2) an article entitled "Insects that Digest Exteriorly," tells us that this property is much more common than one might think, and instances the recent study, by a French naturalist, of the dytiscus, a common pond beetle, whose larva has no mouth, but possesses hollow mandibles with which it grasps its prey, injects the digestive fluids, and sucks in the partially digested tissue. We read:

"It is not always necessary that food shall penetrate into the stomach to be digested. In the case of certain insects, it undergoes a somewhat advanced degree of digestion outside the body of the eater. This curious phenomenon is encountered notably in the larva of a coleopter, the dytiscus, which, from this point of view, has been made the subject of an interesting investigation by Portier. This aquatic insect, which is very common in our ponds, has somewhat the form of a caterpillar and has at its front end a large flat head, armed at the sides with two curved hooks, which it is able to bring together. Now if we examine the place where we should expect to find the mouth, we see no orifice, altho the insect has a perfectly normal digestive tube and is also very ferocious, as those know who have tried to keep it in an aquarium. The explanation of this absence is found when we examine the hooks mentioned above, which have at the points a narrow opening. This orifice leads to a fine, almost capillary, canal, which ends, in its turn, in the digestive tract. This is therefore the passage through which the food enters; the larva plunges its mandibles into the body of its victim and sucks out the juices. This would appear simple enough, but on reflection we are led to inquire how it happens that the prey is completely devoured by the insect. The blood is sucked up as through a tube—there is no difficulty there—but how can the organs, such as glands, fatty tissue, and muscles, filter through such an extremely narrow passage? This is evidently impossible. Something else must take place, which is really very simple—the larva injects into the body of its victim a digestive fluid which changes the organs into a liquid, easily sucked up. Take, for instance, one of the larvæ and a small fish, and let us see, with Mr. Portier, what takes place. The larva casts itself on its prey and plunges its mandibles into the body. After several seconds, a jet of black liquid envelops the fish. Under the microscope it can be seen that all the organs are swathed in a grayish atmosphere, which remains sufficiently transparent to allow of detailed observation. We then see the different tissues, and in particular the fat, disappear little by little in a veritable liquefaction. Suddenly there appears within the body of the victim an intense current that draws all these liquids toward the mandibles of the larva. Particles become detached from all sides of the organs and are carried by this current into the digestive passage. Little by little the prey is completely emptied of the liquid that it contains; the organs then remain dry for about half a minute, when all at once a new flood of dark liquid enters the cavity and the phenomena are repeated . . . until all the tissues have

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been rendered soluble. The empty skin is then thrown away. . . . . .

"It should be added that the larva injects into its victim not only a digestive fluid but also a venom intended to paralyze it."

External digestion is found also in the larva of the ant-lion, that singular insect which makes hollow pits like inverted cones, into which its victims tumble and are at its mercy, for it lurks at the bottom and captures them in the twinkling of an eye. Its head, we are told, has exactly the same arrangements as the other larvæ and it is evident that it also injects a digestive fluid. Moreover:

"It has been also proved that the wood-boring caterpillars saturate the wood with a liquid that partly digests it and dissociates its elements. They can thus bore their way more easily into the ligneous tissue, at the same time feeding as they go.

"Other insects, such as the lice that perforate plants, proceed in like manner. Through their fine proboscides hardly any of the plant-substances can pass unless previously injected with a digestive substance, rich in diastases, capable of softening them and changing their chemical constitution. What they have done to the plants shows itself by the discoloration that takes place even at some distance from the perforation, and sometimes by the appearance of galls, more or less twisted.

"The phenomenon to which the title of this article alludes is thus more extended than one might think at first. Besides, in science, one ought always to distrust first thought."—*Translation made for* THE LITERARY DIGEST.

AERIAL PHOTOGRAPHY

THE COMING of aviation seems about to open a new and more satisfactory era in aerial photography. Photographs have been taken from balloons and even from kites, for many years, but merely as curiosities, except in the few cases where they have been utilized in warfare. Besides this, the balloon is rather an untrustworthy platform for a camera. W. Nicholson Jennings, who describes in *Aircraft* (New York) a new form of aero-camera, says that aerial photographs from the basket of a free balloon have hitherto been more or less a matter of chance so far as any desired locality was concerned; but now that we can glide at will in any direction and at any elevation, the camera will be a very important instrument in aeronautics. He goes on:

"The aerial scout from cloudland heights will take telephotic snapshots of fortifications—the enemy's position and a thousand and one details of military maneuvers.

"American checker-board cities are being beautified by diagonal boulevards and circular breathing-places. Aerial photographs of congested districts upon which the municipal architect may plot his proposed improvements will be of the greatest value for advertising purposes where the merchant wishes to show the locality of his establishment in relation to the railroad stations, chief hotels, etc., and the bird snapshotist will be called upon to exercise his aerial art.

"Land companies will be able to display aerial photographic records of suburban development, and the real-estate agent the desirability of his 'For Sale' property from a sky viewpoint.

"Genuine motion pictures showing the various phases of a journey through cloudland will some day be as common as our present-day snapshots."

To meet these new conditions, however, we must modify present methods. The highest speed of the "roller-blind" shutter in the camera of the newspaper photographer will be affected by the constant vibration of the aeroplane, while the curtain slot passes along the face of the plate. The blue haze between lens and landscape will hopelessly "fog" the plate, and should the sky operator lean far enough over the hood of his "graflex" camera to view the image on the ground glass, he "will find the instrument," says Mr. Jennings, "a poor substitute for a parachute." We read further:

"From actual experience on several occasions, I have found the regular photographic camera quite unsuited to aerial work for the following reasons:

"The usual view camera, with its bulgy bellows and ground-glass focusing-screen, is bulky and difficult to operate as a hand camera, the use of a tripod being, of course, out of the question in a balloon basket.

"No photograph less in size than 6½ x 8½ will be found satisfactory, as the fine detail of the distant landscape will be lost on a smaller plate or film. Hence kodaks are of little service for serious aerial view work.

"The 'graflex' type of reflecting camera, in addition to its great weight, is objectionable for the reason that to direct the lens downward it is necessary to lean so far forward in order to see the reflected image in the 'finder' as to place the operator in danger of floating off into space.

Courtesy of "Aircraft," New York.

MR. JENNINGS HOLDING HIS AERO-CAMERA.

"My new camera is designed especially for aerial photography and eliminates all the above bad features. It consists of a cone-shaped leather-covered box. An 8 x 10 plate-holder slides under an opaque spring-comprest door at the wide end. The lens . . . is screwed in its flange at the smaller end. The lens is equipped with a multi-speed shutter with any exposure up to the 2,000th part of a second.

"The shutter can be instantly 'set' and released with the index-finger without changing the position of the camera. No rack or focusing-screen are required, the camera being of the 'fixt-focus' type. The wide-open lens gives good sharp definition at twenty-five feet. . . . . .

"A square 'look-through' finder enables one to instantly 'sight' the desired object or locality.

"The cone-shaped box, having no outside projections of any kind, may be quickly passed between and withdrawn from the guide-ropes of the balloon.

"In an aeroplane the camera, with little wind resistance, may be placed upon the photographer's knees, tilted downward, and snapshots made without the trouble of focusing or 'sighting' in the finder."

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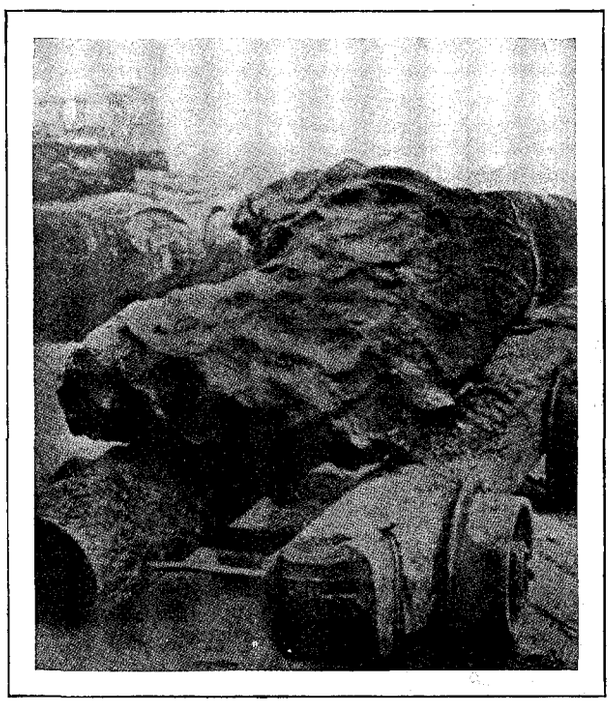
IS THERE A MOUNTAIN OF GOLD?

ROMANCERS have frequently amused themselves and their readers by accounts of the unlimited production of gold by some alchemist, or by the discoverer of some phenomenal mine. The economic results are easily predicted. Some authorities think our present world-wide high prices are simply due to increased production of gold—that is, to a lessened



A THREE-TON "NUGGET" OF COPPER.

Men have found a mass of native copper weighing 420 tons, and they have discovered a chunk of pure silver weighing 1½ tons, but the largest nugget of gold that has yet been seen weighed only 190 pounds. And gold-seekers are informed that larger finds in the future are very unlikely.

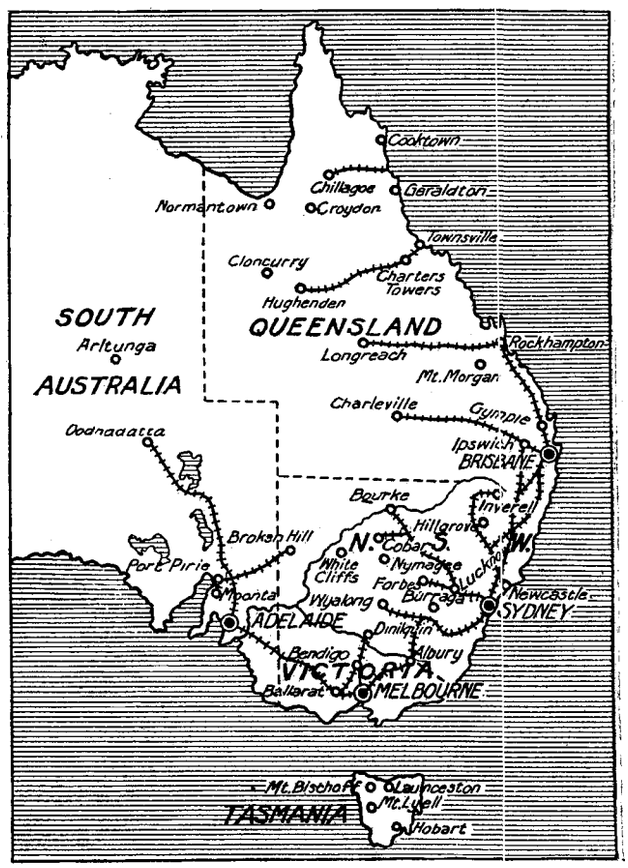
value of the gold standard. If the production should increase abnormally, doubtless that value would drop further until a pair of boots would cost as much in gold to-day as they did once in Confederate notes or, still earlier, in Continental paper. Is there any danger that this may happen? In a recent review in the London *Daily Telegraph* of a lecture on the purchasing power of money, a writer said that "it is conceivable that the day might come when the discovery of unlimited quarries of pure gold would compel the use of some other article for the measure of values." On which T. A. Rickard, writing in *The Mining and Scientific Press* (San Francisco), comments as follows:

"Those of us who are familiar with gold-mining, and more especially the big bonanzas of the world, need not strain our imagination to conceive of an ore-body or even a mass of gold big enough to upset international monetary standards. Many a prospector frying his bacon at the camp-fire and stimulated by a reconcentrated cup of coffee, must have seen visions of a golden mountain or a streak of pure gold that ran across creation as if it would never stop. Every now and then we hear of fabulous mineral discoveries, like that of Bitter Creek in June, 1910, and when the irresponsible scribe in *The Daily Scream* has exhausted his vocabulary he usually ends by talking about 'a mountain of gold.'

"When the stampede to the Australian diggings was at its height in 1852, the ignorant emigrants, having heard that the gold was found in quartz, and not knowing that pervasive mineral, supposed it was 'quarts,' and hence expected to gather the gold in pints and pails. This fact was related to me by E. J. Dunn, the Australian geologist, who as a boy went to the diggings at that time.

"Well! And why not? We may laugh at the simpleton from the farm and we may sneer (and we do) at the perfervid scribbler of the untechnical newspaper, but it is doubtful whether even that peripatetic philosopher known as the man-in-the-street could give adequate reasons for the improbability of such a golden discovery. For instance, what is the biggest mass of native copper that was ever found? Of course, it was in the Lake Superior region. It was in 1857 at the Minesota (not Minnesota) mine in the Ontonagon district. At a shallow depth there was discovered a mass of copper 46 feet long, with a maximum thickness of 8½ feet. The mean width was 12½ feet, and the mean thickness 4 feet. The total weight actually recovered was 420 tons. Twenty men labored for 15 months to remove it from its encasing rock; they tried to do so by exploding kegs of powder, and finally extricated the copper by cutting it into fragments with chisels. The chips alone weighed 27 tons. A group of similar bodies of native copper having an aggregate weight of 600 tons was extracted from the Bay State mine forty-five years ago. The 420-ton lump was 80 per cent. pure copper and at $400 per ton was worth at that time $168,000. But a mass of pure gold weighing 420 tons is worth $252,000,000. The discovery of such a mass would add largely to the number of those sojourning in lunatic asylums and would paralyze the stock exchanges of the world for more than a few palpitating minutes."

No such masses of gold as this, of course, have ever come to light. Yet gold in great quantities has been won in brief periods. California river-beds yielded $81,294,700 in 1851 alone, and the shallow diggings of Victoria gave $63,000,000 in 1853. In the Klondike, more recently, one miner cleaned up $46,000 in eight hours, and took out three-quarters of a million from a claim about 80 by 50 feet. Much of this gold was in coarse pellets and nodules, and yet the largest nugget was worth only $1,700. The largest lump ever found was picked up near Dunolly, Victoria, Australia, in 1869 and weighed 190 pounds. Another, weighing 184 pounds and including some quartz, brought in nearly $42,000. There have been others nearly as big; yet this is very far from masses such as the huge copper nugget described above, and farther still from a "quarry" or "mountain" of pure gold. The nearest approach to this, as yet imaginary, possibility seems to be Mount Morgan, in Queensland, Australia, a hill about 500



MAP OF QUEENSLAND, SHOWING MOUNT MORGAN.

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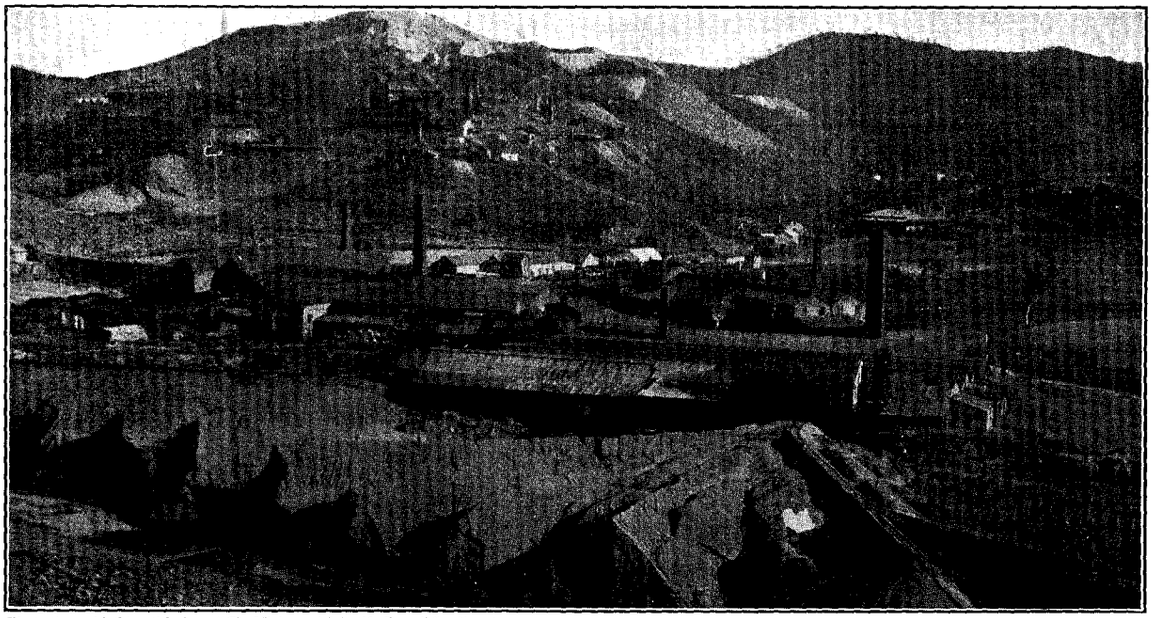

Illustrations with this article from "The Mining and Scientific Press," San Francisco.

ALMOST A MOUNTAIN OF GOLD.

From these workings, at Mount Morgan, in Queensland, Australia, have been secured $73,000,000 worth of gold since the discovery in 1886, besides 33,000 tons of copper, yet this hill is hardly a "quarry of pure gold," since the ore has averaged less than half an ounce of gold per ton.

feet high, the crest of which was a "gossan" containing several ounces of gold per ton.

"This has been excavated in successive benches, so that it approximates to the 'quarries' of gold ore mentioned by the writer in *The Daily Telegraph*. But the workings now are far below the foot of the hill. However, they have yielded a quantity of gold so great as to render Mount Morgan unique in the history of mining. Since its discovery in 1886 to the end of October of the current year, this ore deposit has yielded 3,680,000 ounces of gold worth $73,000,000, besides 33,000 tons of copper. The company owning the mine has distributed $37,500,000, or £7,700,000, in dividends.

"However, this is far from being 'a quarry of pure gold,' for the ore has averaged less than half an ounce per ton.

"Reviewing the evidence, we find that the biggest mass of native copper ever found by man weighed 420 tons, the biggest chunk of native silver about 1½ tons, while the biggest nugget of native gold weighed only 190 pounds.

"Having passed in review the most sensational discoveries recorded as having been made by the indefatigable seekers after mineral wealth, let us now put ourselves under a cold shower of common sense and inquire again why a mountain of gold is not likely to be found. In the first place, because none has ever been found. What has never happened may indeed happen, but it is unlikely to happen. Daily life is based on this doctrine of probability. The monetary standards of the world reflect the net result of human experience, which has gone to show that gold can be mined less lavishly than silver in the ratio of about 1 to 20. The surface of the earth has been scoured by the prospector; parts of it still remain to be investigated; many parts have been but inadequately searched. . . . The face of the earth may break into a radiant smile at unexpected places. Granting this, it yet remains probable that even such unexpected discoveries, whether in virgin territory or in old mining regions, will not be unlike to, even if so rich as, those already recorded. In short, all that we know from mining experience renders it unlikely that 'unlimited quarries of pure gold' or 'a mountain of gold' will ever be found on this planet.

"The facts of experience are capable of explanation by scientific theory. Gold is a substance with difficulty soluble but readily precipitated. Hence it can not travel far in the circulating waters that build ore-bodies. When thus on the move, it is easily arrested by a precipitating agent, so that the conditions favoring a large aggregate of the metal are rare. Gold is widely diffused in nature, both in the rocks and in the sea, but the largest lump ever found weighed only 190 pounds. . . . . .

"The nice balance of chemical equilibrium is probably potent in determining the distribution of gold within the zone of oxidation, but as regards its dispersion relative to depth it can be asserted that temperature and pressure are the dominant factors, for the increase of both favors solution, while the decrease of both promotes precipitation. That is why, in a broad geological way, ore deposits become impoverished in depth. In the approach to surface the decrease of temperature and the lowering of the pressure compel precipitation, just as in depth the opposite conditions increasingly prevail. From this we conclude that the biggest masses of gold and the richest bodies of gold ore are likely to be found within the range of shallow mining. It is fortunate for man that the substance he strives most to obtain is within the reach of his feeble efforts. He has found some of it and he may hope to find more, especially by applying skill to the winning of the larger and poorer gold-bearing lodes that persist deeply; but the farther he goes from daylight the less likely is he to find the El Dorado of his dreams. . . . The rapacious Spaniard and the piratic Englishman scoured South America in search of it, but vainly. In later days other men, also greedy and energetic, but more experienced and more systematic, have chased the same lure, and they have called it 'a mountain of gold.' If it existed they would have found it ere now, for no flood has carried it away and no geological cataclysm has buried it. It never was, save in the rainbow of their imagination."

A MECHANICAL MUSIC-WRITER. — An apparatus for automatically writing music, devised by a Swedish inventor named Nystrom, is described by *Cosmos* (Paris, December 2), which states that he took out his earliest patents on the device, which he calls the melograph, as early as 1891. We read:

"The machine, which is run by electricity, may be used with any keyboard musical instrument, such as the piano or the organ. When a piece of music is played in the ordinary way, the melograph records the sounds on a chemically prepared ribbon, properly treated for the inscription of the music by being covered with a substance like wax. The recorded piece may then be read like a Morse telegram and translated into ordinary musical notation. The melograph plays a double part, for it not only records but also reproduces the music with all the expression and phrasing given to it by the player. The Ericsson telephonic company in Stockholm is interested in the exploitation of the device."—*Translation made for* THE LITERARY DIGEST.

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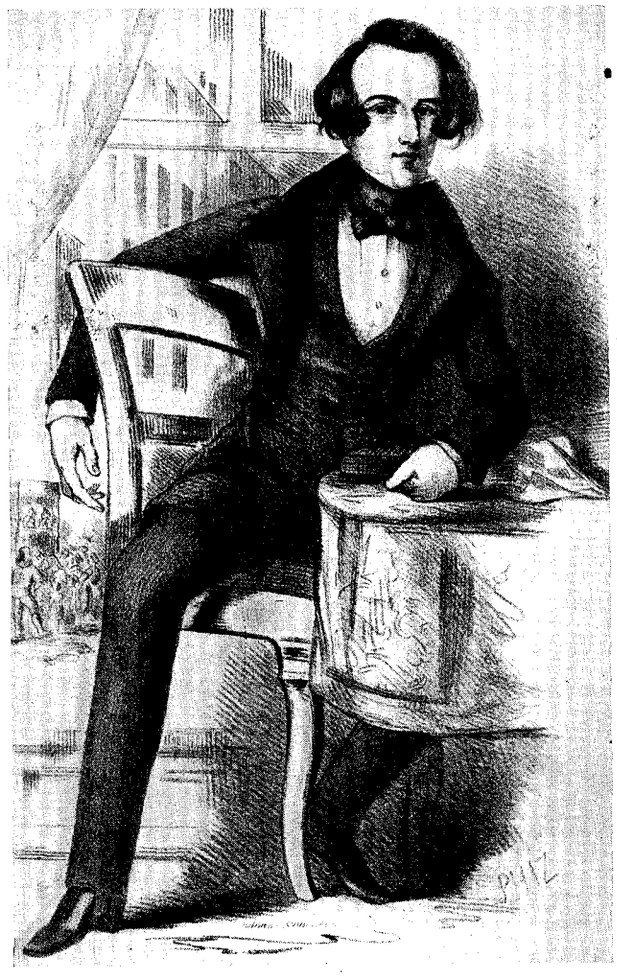
LIONIZING DICKENS

SOME OF America's foreign visitors have had reason to complain of our excessive hospitality. Of these Dickens was the first. When he landed in Boston on his first visit in 1842, a dozen newspaper men, "at peril of their lives," Dickens noted, sprang over the rail of the ship when it was being docked and took him by storm. They have been doing the same thing with some modifications ever since. Dickens mistook his first welcomers for newsboys, for these men, "with great bundles of papers under their arms and wearing worsted comforters very much the worse for wear," were an unfamiliar type. He wasn't altogether overjoyed at their "tearing violently up to him and beginning to shake his hands like madmen."

These little snap-shots are rescued from his "American Notes" or elsewhere and recombined in *The World's Work* (January) by Mr. Joseph Jackson. Dickens bore well with the excessive fervor of his entertainers. "The following day all Boston knew that Boz had landed, and then began those demonstrative exhibitions of genuine affection and curiosity which never ceased to accompany Dickens on his travels for the following four months." He wrote: "How can I give you the faintest notion of my reception here, of the crowds that pour in and out the whole day; of the people that line the streets when I go out; of the cheering when I go to the theater; of the copies of verses, letters of congratulation, welcomes of all kinds, balls, dinners, assemblies without end?" "He began joyously by admiring everything and everybody. He took the nicest pains to send an answer to every correspondent; even to write his autograph for sentimental young ladies who had sought it—altho he did make a determined stand against those who wanted one of the dark brown locks to accompany his signature." But he wouldn't do everything that was asked of him, as we shall see:



AS AMERICA FIRST SAW DICKENS.

This portrait by Phiz, the illustrator of Dickens's novels, appeared in *The Gentleman's Magazine* in 1837, and prepared Americans for the "Boz" of a few years later.

"In spite of his apparent good-will toward everybody, however, he flatly refused to bow to national sentiment. After he had unexpectedly in a speech in Boston made some very pointed references to the justice of international copyright, he insisted upon making public reference to the same thing again in a speech at Hartford, in spite of the protests of his friends that his words, tho true enough, were undiplomatic. His independence and his strong sense of his own righteousness would not suffer him to use tact in his public addresses.

"Once out West, in St. Louis, he was approached by a literary man who believed he had acquired a sufficient intimacy with Boz to entice him craftily into his camp. He asked Dickens how he liked our 'domestic institution, slavery' in such an insinuating manner as to expect an agreeable reply, if not an honest one. Dickens's eyes blazed in an instant. He took in the situation at once. 'Not at all, sir,' cried Dickens, 'I don't like it at all!'

"'Ah!' returned his visitor, who showed some evidences of being abashed by the frankness of the reply, 'you probably have not seen it in its true character, and are prejudiced against it.'

"'Yes, I have seen it, sir!' said Dickens, 'all I ever wish to see of it, and I detest it, sir!' After the presumptuous visitor had left, Dickens turned to his secretary and, burning with passion, exclaimed, 'Damn their impudence! If they will not thrust their accurst domestic institution in my face, I will not attack it, for I did not come here for that purpose. But to tell me a man is better off as a slave than as a free man is an insult, and I will not endure it from any one! I will not bear it!'

"After this encounter and several others like it, Dickens, altho he had originally had no intention of referring to slavery, changed his purpose. Being personally so utterly opposed to anything that was inconsistent with personal liberty, he was aroused to a fever-heat, and when he returned to England he determined to depict this 'domestic institution' in its most abhorrent form, and consequently 'Slavery' forms a whole chapter in 'American Notes.'

"That Dickens was indiscreet in stirring up a discussion on international copyright at a most inopportune time and in asserting his views on slavery with so much candor, can not be denied. It has been asserted that his tremendous efforts on behalf of international copyright actually postponed for nearly two generations the American acceptance of that doctrine. His views on slavery only added fuel to the subterranean fires already started by the abolitionists. Certain newspapers and periodicals began a campaign of retaliation against him, and this combination, which was continually circulating spiteful and untrue paragraphs about him, resulted in eventually souring his early appreciation and love for America."

Of course there were brilliant functions given in his honor. There was the "Great Boz Dinner," given at the City Hotel, New York, February 18, which had Washington Irving as the presiding officer. The two were affectionate friends; "and how loyal Dickens remained to his American friend is shown by the fact that in his most intimate letters to Forster there is not a mention of the fact that Irving broke down in his speech at the dinner." Other cities offered hospitalities after their kind:

"When he reached Philadelphia, which he found 'a handsome city, but distractingly regular,' he was completely taken in by an unscrupulous political leader in that city. This man, who had a pleasant address and was locally prominent, was introduced to the distinguished visitor, and before leaving received Dickens's permission to bring a few friends to see him. The following day the hotel literally was mobbed. The street in front of the house was impassable; the corridors of the hotel were packed, and the landlord was distracted; for Dickens

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refused to receive this mighty army. Finally the landlord prevailed upon him to hold a levee, urging that, if he did not accede, a riot very probably would result. The humor of the situation overcame Boz's former decision; he relented, and for two hours he received this crowd. He then learned that the crafty politician had inserted a note in the newspapers that Dickens would receive the citizens who would call at a certain hour. As for this ingenious person, he stood beside Dickens introducing by name almost every man in the line, and making political capital out of his assumed intimacy with the novelist.

"Washington, where he subsequently journeyed by boat and railway, Dickens described as 'a city of magnificent intentions,' but he was deeply interested in Congress. He had the privilege of appearing on the floor of both Houses, and went to the Capitol every day. He complained of much bad speaking, but found 'a great many very remarkable men, such as John Quincy Adams, Clay, Preston, Calhoun, and others,' with whom he was placed in the friendliest relations. Adams he found 'a fine old fellow—seventy-six years old, but with most surprizing vigor, memory, readiness, and pluck.' Clay is 'perfectly enchanting; an irresistible man.' He was on the most friendly terms with Clay, then the leader of the Senate, and it was due to Clay's suggestion that Dickens did not proceed farther south than Richmond."

New York and doubtless other cities are now occupied with plans for celebrating the centenary of Dickens's birth, which falls on February 7. One cloud has fallen, however, upon this festive project. The novelist's son, Alfred Tennyson Dickens, died suddenly in New York on January 2, thus cutting short a lecture tour of this country. He was expected to figure at the coming celebrations.

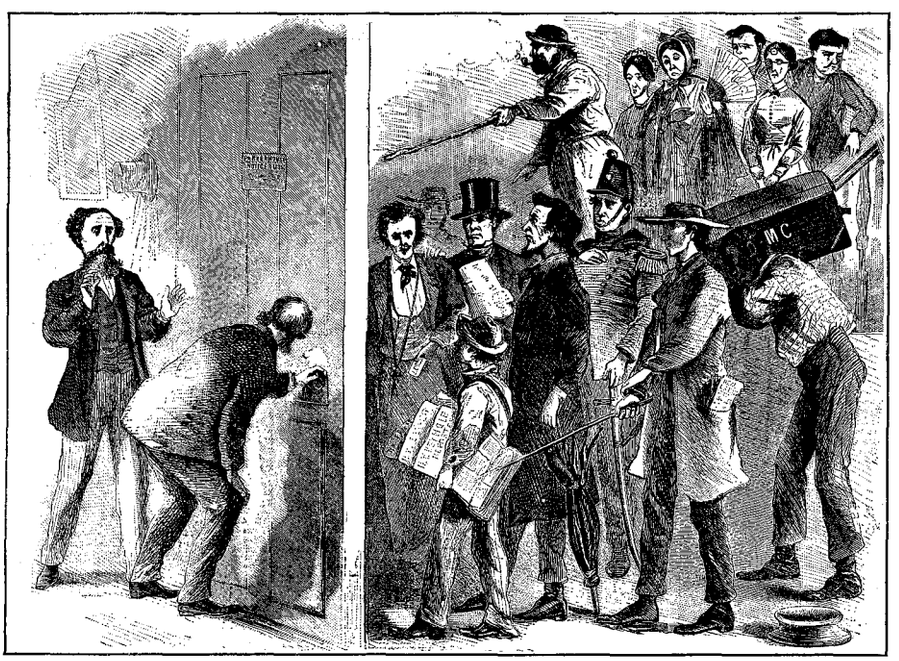
JOHN BULL AND DICKENS'S BOOK CHILDREN SAYING FAREWELL.

Mrs. Gamp, Micawber, Barnaby Rudge, Capt. Cuttle, David Copperfield, and others, according to a contemporary sketch in *Harper's Weekly*, speed Dickens on his second American tour.

THE AMERICAN NOVEL'S DAY DAWNING

WHEN MR. ARNOLD BENNETT was in America a few weeks ago he confest that he knew nothing of America poetry, but added generously that he "had great hopes for it." He has just revealed himself as equally confident of American fiction. "Not long since the American novel had only a past; that past was Nathaniel Hawthorne," he writes in *The North American Review* (January). "But recently it has acquired a future, a gem of brilliant water whose rays have dazzled the eyes of England." This article is among the first-fruits of the recent visit that promised a literary crop. Of course Mr. Bennett's greater public—which resides in the United States, not England—is waiting feverishly for just such pronouncements as this.

But we read that England is not only dazzled. That part of her writing public who formerly drew large royalties from American sales, now look "cheerfully, even generously" upon their diminishing returns for their own product among us. They have had their day, he acknowledges. "English authors admit that they have been batting on a hard wicket for a prodigious period, and that their innings are over for a time." And the fact is noted that we kept them at the bat. "The lettered population of the United States firmly believed that its native soil was not favorable to the growth of novelists, while the rich loam of Great Britain produced them in abundance and excellence." Mr. Bennett does justice to the anomalous condition at present produced. That the writers of Great Britain, he says, "should in the



DICKENS'S AMERICAN POPULARITY.

Harper's Weekly thus depicted the besieged author pleading "not at home" to former acquaintances.

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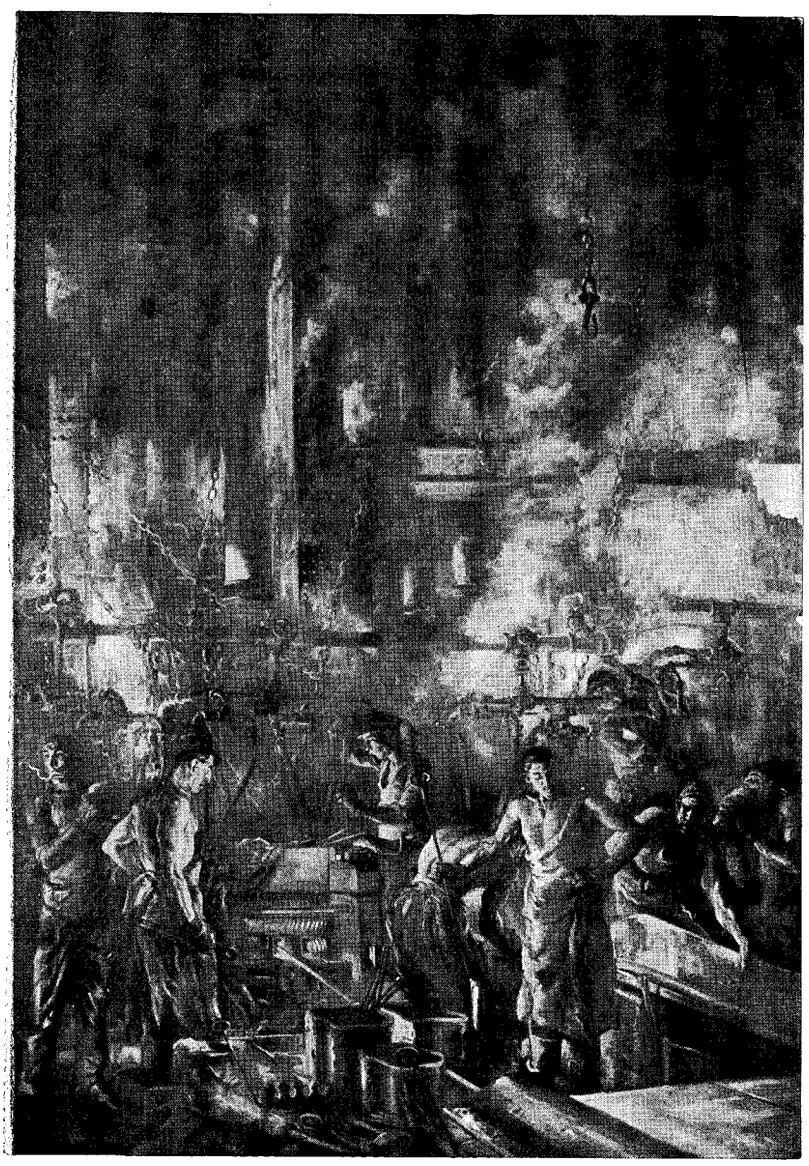
hour of fiery trial show an intelligent and appreciative interest in the fire that burns them is an astonishing proof of the generosity on their part, possibly unequaled in the curiosities of literature." They are fired by the belief that "the Tolstoy of the future is probably now playing baseball and not cricket." The appreciation is discriminating, however:

"This intelligent interest in American fiction stands quite apart from the notorious and incredible crazes of the last year



Courtesy of "The raftsman.

THE BLAST-FURNACES OF THE ROEBLING STEEL-WORKS.

Mr. Everett Shinn painted this and the panel reproduced on the opposite page, representing to-day's spectacle of stress and struggle, for the Trenton City Hall—

or two, perhaps because it *is* intelligent. (Still, craze for craze, America may hold her head up; 'David Harum' is infinitely nearer to literature than 'The Master Christian.') English writers indubitably display an interest of despair in the fiscal rewards of the heroes of American literary crazes, but their artistic concern is with men and women who are not stars of the first magnitude in the heaven of American public opinion. Writers of the generation of Mr. Henry James they profoundly esteem. And this reminds me of a *mot* of Mr. Barry Pain's in apologizing for the absence of Mr. James at a banquet. 'Mr. James,' said the author of 'The One Before,' 'has his own special public all over the world. He can proudly say that he is never read by a stupid man—except, of course, reviewers.' But no new departure is expected from the generation of Mr. Henry James; whereas the future is big with possible developments of the various schools of fiction represented by writers like Mr. James Lane Allen, Mr. Frank Norris, Mrs. Gertrude Atherton, Mrs. Edith Wharton, Mr. Hamlin Garland, and Mr. Theodore Dreiser. These are the American names that interest those people in England who can distinguish between a book and a beefsteak. The two American books which last year created the most genuine sensation among the aforesaid circle were Mr. Norris's 'The Octopus' and Mr. Theodore Dreiser's 'Sister Carrie.' Of the former I shall have more to say presently. Touching the latter, the first exclamation of many people will be: Who is Mr. Theodore Dreiser? Which proves that lookers-on see most of the game. For myself I can not answer the question as to the identity of Mr. Theodore Dreiser. But the consensus of educated English opinion about his book was too marked to go unnoticed. I am told that this fine and somber work was ignored in America until England began to discuss it, and that even then its reception in the country of its birth was on the zero side of tepid. Yet I am by no means the only English reviewer who has not been more imprest by the work of a new author for years."

The great argument in favor of the future of the American novel, says our enthusiastic friend and admirer, "lies in the strenuousness, the variety, and the essential romance of American life." Then he goes on in a vein that plainly shows his visit has produced volcanic effects even in him:

"It may be more or less true that America, by the ardor of its will-to-believe, is gradually becoming a mass of overwrought nerves, a vast stomach for the reception of patent medicines; but it is infallibly certain that this intensity of competition, this interplay of warring activities, this havoc of operations in Wall Street, these monstrous concatenations of dollars, will lead to enterprises equally prodigious, fierce, and astounding in the region of imaginative art. The material is far too good to be wasted. By a kind of natural economic law the epoch which produces the raw material for art will surely produce the artists capable of using that raw material. In material, as well as in creative energy, the American author must decidedly have the start of the rest of the world. And the importance of material can not well be overestimated. A considerable portion of Balzac's preeminence in the novel of actuality is due to the extraordinary wealth of material that lay to his hand. From 1800 to 1830 nothing happened in France that was not picturesque, disturbing, deracinating, or positively seismic. Financial speculation was at its wildest; the rich became poor and the poor became rich; nobles dizzily oscillated between exile and grandeur; thrones fell and were reestablished; luxury increased; and beneath all, supporting all, the old agricultural life of the departments ran on almost undisturbed. What would not Balzac have done with Pittsburg, the sixteen-hour express between New York and Chicago, Wall Street, Mr. Pierpont Morgan, and the wheat-growing States? He would have said: 'This country is simply steeped in romance; it lies about in heaps. Give me a pen, quick, for Heaven's sake!' And we should have had a second 'Comédie Humaine,' compared to which the first was a story by Jane Austen for quietude. Not every one, of course, can perceive the romantic quality of American life. Perhaps most Americans are too close to it. The millionaire who retires to a sleepless couch knowing that on the morrow he will be broken; the impoverished housewife who must give her children dry bread because a beef trust will not disclose its account-books—these and such can not be expected to see the romantic fun. But none the less the artist will see it; and none the less is the romantic fun fine and glorious because suffering is the very warp and woof of it. You may say that the same state of things prevails in other countries. It does, but in no other country is there the vivifying, resistless energy, the crude force, the marvelous violence of contrast and diversity of scene that delight the soul of the imaginative writer in the United States. . . . It is a mere truism to say that while the rest of the world only exists, the United States lives."

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DECORATIONS BASED ON TRUTH

FOR THE men to whom past glories weigh greater than present ones the scene of Washington crossing the Delaware would seem the most fitting for decorating a city hall at Trenton. But the task was entrusted to Mr. Everett Shinn, and he let the Father of His Country rest with the artistic laurels that already decorate him and started out to celebrate Trenton's steel- and pottery-works. Washington at Trenton wrote an important page in history; but that night's doings, Mr. Shinn feels, did "little toward the growth of Trenton, or even the survival of it." The thing to picture in the City Hall, he asserts, "is the grand and glorious work that makes the city and the City Hall possible. Keep that before the men that sit in the Council Chamber and you keep the interests of the city ever before them." So Mr. Shinn was able to persuade the people of Trenton of this truth in deciding how they should decorate their new civic building. His work and ideal are described in the January *Craftsman*, where we read that his great panels, forty-five feet long by twenty-two feet high, have not "a single suggestion of insincerity, artificiality, or the painting for pure decoration's sake."

"The subject of the left panel shows men working in the colossal steel-mills. At the right the men are equally energetic in the vast pottery-works. Because these studies are realistic, because blood courses through the bodies of the workers, because the dignity of the workmen is the dignity of men and not of supermen, critics say that they are wholly modern, and admire them as a *new* phase of art. But as a matter of fact, they really represent an art of decoration that is as old as the ages, the art based on truth, and inherent in it."

In preparing to paint these subjects the artist spent six months living alternately between the Roebling steel-mills and the pottery-kilns of Harry Mattock at Trenton. "There he sought what the painter calls 'atmosphere,' and other people call knowledge." But "what he has shown of these factories is what any truthful man would have shown us." We read:

"He went to them to know them. He put his hands to levers to feel the pull of them and their give, he listened to the roar of furnaces, braved their white heat wafted like revenge through their opened doors, felt the force and delicacy of steel monsters, felt the exhilaration of victory over stubborn steel and malleable clay, felt the glorious pride and force of the skilled artizan. When he got back to his studio he was like a charger with the smell of gunpowder still in his nostrils. He knew that while a statesman can make or break an empire, he can not bend an iron bar. The men who can *do that* first treated Shinn with indifference. He was to them only 'an artist fellow from the city.' Later they learned that he was also a man. At first they helped with a little contempt for his ignorance in the technicalities of their trade, but later eagerly and honestly.

"And what has pleased Shinn most in this work is the fact that Willie Clegg, Ben Cruger, and Stevens, the foreman of the testing-machines at Roebling's, have absolutely approved of his decoration. They were models for it at his studio, and their portraits are to be pointed out by following generations of Cleggs and Stevenses and Crugers.

"Willie Clegg's six feet of brawn upset the dainty portrait of a lady of Fragonard's time in Shinn's studio. He was a bull in a china shop—but he taught Shinn how to wipe a joint and bantered him because he had put a leather apron on the wrong mechanic. The painter made that correction and others that were suggested. There is not a faulty detail in the work, thanks to Willie Clegg's advice. The machinery represented is exact, the proper workmen do their proper tasks. That is as the conscientious Meissonnier would have done it. But the Frenchman's superficial photography is not here. Shinn's photographic accuracy was incidental, that which he really wanted and that which he really got was the spirit of the places, the spirit of the work, the human dignity of it.

"His decoration over the rostrum of the Council Chamber is to be a constant reminder of the active life of Trenton, of its industry and its ambition. It shows an inferno of heat, of vibrant lights and darks, of dancing shadows, of men who are men and demons at once. Each figure of the composition is Mephistopheles, joyful and masterly, before his particular fire. The whole is a riotous harmony, played by quick, active muscles, and fast-moving wheels, still one moment, tense or relaxed the next.

"Here is the work of Trenton and here must be the play of Trenton—the life of its people. No one may doubt that Shinn is authoritative, and while he has painted here a particular place, a seeming hell, he came to it from the outside and brought in with him, as all the workmen do, a ray of sunshine and of happiness and permitted it to remain there, as all the workmen do.

"He tells of the joy of work and of the joy of relaxation. He tells a story that is complete."

Courtesy of "The Craftsman."

THE POTTERY-KILNS OF TRENTON.

And in so doing passed over the page on which she figures in the nation's history—Washington's night crossing of the Delaware.

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RELIGION AND SOCIAL SERVICE

DIMINISHED MISSIONARY GIVING

CHRISTENDOM, taken by and large, showed a falling off of nearly $175,000 in its missionary gifts of the past year as compared with what it gave in 1910. There was a progressive increase in sections. American and German societies, points out the editor of *The Missionary Review* (New York), showed an increment, but the British Isles record a falling off. The reason for the latter fact is "difficult to diagnose," while the women's and laymen's movements in America account for the conditions here. "The number of foreign missionaries has increased by 800, but native helpers number less than last year—or the returns from Britain are defective." The difference seems to be in the returns from the Society for the Propagation of the Gospel, which last year reported 3,239 native helpers and this year only 426. This obvious error will likely be corrected later on. The number of native Christian communicants has increased by about 80,000, so the statistics aver, but these numbers are nearly offset by the "75,000 adherents," who "seem to have died or lapsed in British and American mission fields." Returns also report that the "number of pupils is also less," but this may be due to the improvement in national schools. Evidently, observes the editor, "there is no reason for either pride or discouragement." The figures given in this journal are derived from data received from the secretaries of the societies, and in their annual statement have come to have the authority of official figures. But the past year's showing has moved other agencies to ascertain their accuracy, as the New York *Tribune* states:

"These semiofficial figures of foreign-mission gifts do not make a favorable showing for 1911, in view of the reported larger interest in foreign missions on the part of laymen. Great campaigns have been waged in both the United States and Canada, and amounts of money pledged as increases in gifts have run into the hundreds of thousands. Yet the gifts for North America increased in 1911 over those of 1910 only $381,000, the smallest increase in years, while the total gifts of Protestants of the world actually decreased $174,650. It has been said for Canadian laymen alone that they have pledged more than the $381,000 increase for 1911, the amount shown by the semiofficial figures. It was stated yesterday that the foreign-missions conference at Garden City next week would be assisted by these laymen to get more accurate figures and to publish them by its authority."

The Tribune has culled some figures from the elaborate table published in *The Missionary Review*, and gives the following increases in North America for the last five years:

1907, a gain over 1906	$478,235
1908, a gain over 1907	602,750
1909, a gain over 1908	1,255,954
1910, a gain over 1909	591,284
1911, a gain over 1910	381,334

"These figures cover every foreign society in the United States and Canada. It was in 1907 that the laymen took fresh hold. The actual figures of growth before and after, in North America, are furnished by the same authority as follows:

1900	$8,120,725
1905	8,980,448
1907	10,061,433
1909	11,317,337
1910	11,908,671
1911	12,290,005

"Protestant gifts in Great Britain fell off last year, so that gifts from all the world in the years named to foreign Christian missions are, according to this authority:

1900	$15,481,565
1905	19,661,885
1910	25,471,724
1911	25,297,074

"That is, while there has been the enormous increase of almost $10,000,000 since 1900, there has been within the last year an actual decline, according to this authority. Hence the effort on the part of the laymen to compile new data which the foreign conference may issue on its authority.

"The semiofficial report shows that of the $25,297,074 given by all the world, Protestants of the United States and Canada gave $12,290,005, or almost a half of the whole sum. Great Britain gave $8,994,195, and the other countries a little more than $3,000,000. The missionary society having the largest income of all is an American one, with headquarters in New York. Still further, of the five societies in the world having incomes exceeding $1,000,000 a year each, four are American. Here are the five:

Methodist Episcopal, New York	$2,217,127
The Church Missionary Society, London	1,900,570
Presbyterian, New York	1,718,526
Baptist, Boston	1,163,988
Congregational, Boston	1,032,026

"STUDENT PASTORS" FOR COLLEGES

THE PROBLEM of keeping the student element in touch with their native denominational life always has its difficulties. One of the means much employed in the Middle West is a functionary called a "student pastor." He is not quite the same as the "college pastor" known in the East, for he is nearer the student age. Neither is he so remote in interest as the town pastor, who has the spiritual needs of the non-college element to consider. In *The Living Church* (Milwaukee) Dr. Lyman P. Powell presents an account of him:

"In certain institutions he has been long enough in evidence for his measure to be taken. The University of Michigan has seven student pastors, not to mention the extra-mural School of Religion which seems to affect the thought and life of hundreds. The University of Wisconsin already has four to which churchmen of Wisconsin are endeavoring to add another. At the University of Kansas there are two. Each student pastor lives on or near the campus. Each is married, or ought to be, and his usefulness is usually doubled by his wife. He has the special responsibility for the students of the denomination which supports him, and assumes responsibility for such of the unattached as will accept him as a friend and counselor. He has the hearty approval of the university authorities, and in some institutions an unofficial rating with the faculty. He gives in almost every place courses of lectures open to all students, on the Bible, missions, comparative religions, and applied Christianity, and in two places known to me the attendance on these extra-mural classes exceeds four hundred. At the University of Kansas the student pastors and their efficient wives in addition conduct classes in fraternities and sororities."

The student pastor does not preach, however, for by so doing he might enter into competition with the local pastor. Further:

"His business is to supplement and not embarrass. He keeps students loyal to their denomination, however 'liberal' he may be, and sees that they attend the local church for which they have exprest a preference rather than become religious vagrants. As a student pastor's wife has written me, 'We insist that students should be loyal to their own churches and Sunday-schools.' Professor Fish, of the University of Wisconsin, who has given much thought to the question, feels strongly that the student pastor need not be a great preacher, provided he is *au courant* with the philosophic and scientific thought of the time so that he may help students over the period of spiritual unrest and philosophic doubt. . . . . .

"The town pastors and the student pastors of the Middle West come together for a conference every year about their complex problem. Concerning certain points there is now unanimity of sentiment: that each denomination ought to give national recognition to its work at State universities, that the university faculty, students, and student pastors should invariably attend, support, and cooperate with the local church, that the best man available should be placed even at great cost to the denomination at large in the pulpit of the local church, that student pastors should as rapidly as possible be engaged and supported by the denomination, and that the utmost use in each situation should be made of the Young Men's Christian Association and Young Women's Christian Association, which may act in certain interdenominational connections where the denominations can not act effectively themselves."

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THE "NEW WORLDLINESS"

A PROTEST, west and east—west as far as San Francisco and east as far as London—arises against the "new worldliness." By this is meant the appropriation of the material benefits of Christianity with a repudiation of all or nearly all of its vital meanings. "The modern world," says *The California Christian Advocate* (San Francisco), "has no need of the atonement of Christ, no need of his intercession, no need of his regenerating grace. It insists that humanity is essentially all right." "It is not too much to say that a diametrically opposite conception of what religion ought to mean has for some time past been dislodging the old summons to prepare for eternity and the revealed faith of the things invisible," says *The Church Times* (London). "In fact, it is only the visible things with which, it would seem, Christianity ought to concern itself—the amelioration of the external conditions of human life on earth." "The modern world sneers at the idea of universal sin. It has no place for penitential tears, no need of heart-cleansing by the Spirit of God. It has no doctrine of personal salvation because there is nothing to be saved from." So writes the editor of the California paper, moved like his confrère in London by the recurrent Advent season. He goes on to analyze the modern conception of Christ as "an altruistic and humanitarian conception, leaving out all the higher conception of his real mission to the world." Thus:

"He came to save the world from sin. It is because the Church insists on the reality of sin, the need of redemption, the need of repentance, the need of regeneration, of inward purity, of absolute surrender to Christ, that the modern world seeks to discredit the Church. The modern world objects to being condemned. The modern world has taken up the hallucination that sin is not a reality. Sin being discredited, the whole fundamental idea of Christianity is changed. Christ is no longer a Savior, because no Savior is needed. Christ to the modern world is largely a temporary convenience. The modern world wants the missionary to civilize the cannibal so that trade may be extended. Christian civilization demands the products of the factories, hence Christianity is a good thing.

"The modern world sees that somehow railroads, telegraphs, telephones, new houses, new streets, new furniture, new clothes are demanded where the Christian Church sets up the cross, and hence it says it believes in Christ. It does not believe in the missionary who insists on protecting the weak against the strong. It believes in the 'survival of the fittest.' We have never met an individual with a working Christian experience, born of God, born of love, who was opposed to the Church. An inadequate, a temporary, a sheer commercial idea of Christ naturally opposes the deeper, truer meaning of the Church.

"The Christ the modern world is now insisting on is a fictitious Christ. Such a Christ has no authority over the conscience. He is the Christ of civilization, a great captain, or chieftain of the industries of the world. Christianity with the modern world is another name for prosperity. Christ is an impersonal something working toward material prosperity, enlarged personal comfort, a principle restraining your neighbor, conferring special privileges on yourself. This is a time when personal leadership amounts to but little. Any notion which appeals to selfishness and self-interest will run like a forest fire. People do not ask for a moral reason for a course of conduct. Will it pay? is the paramount question in the modern mind. The modern world has deceived a good many saints calling prosperity Christ."

The Church Times addresses much of its rebuke to the Church itself, declaring that "the standpoint toward human life now being forced upon the Church is exactly the opposite of the standpoint of the New Testament, and particularly of the Advent idea." It implies that efforts are becoming common to convert "the Church into an ethico-political society for promoting strikes, free meals, workmen's trains, and parish councils," and it stops just short of calling "the lackeying of the Labor Movement, which has become a priestly fashion, 'an unholy and treasonable alliance.'" It goes on:

"Take, for example, some assertions made last week at the 'Leeds and District Union of Socialist Sunday-schools' by a progressivist countess, who began by saying that she came there as a churchwoman. Heavy, this lady said, was the responsibility lying upon the churches of all denominations to come down into touch with the working lives of the people. 'All the good in the Socialist movement came from the spirit that they should have life more abundantly, *not in a future existence, but an overmastering life in the present.*' We are by no means contending for a mere ascetic next-worldliness, or believing that the present existence of humanity, even in its fallen state, is meant to be a starved and wretched one.

"Certainly no Christian is worthy of the name who is indifferent to the sorrowful sighing of the prisoners, and the Apostolic Church comes down from the Mount of Transfiguration to the problem of the demoniac writhing at its foot. But could anything be more opposed than the teaching we have quoted to the truth that mankind must pass through death unto life, or to the hope and consolation laid up for men in heaven, where tears shall be wiped away from all eyes and sorrow and sighing shall flee away?

"What a pity Socialism goes beyond its fundamental anti-individualist teaching, that no man liveth or dieth unto himself, and its protest against a competitive commercialism which buys flesh and blood in the cheapest and sells them in the dearest market, in order to become another name for Secularism! Sanitation is not sanctification, nor will a commonwealth in which every member has two pounds a week be any nearer the Kingdom of God. It is one thing to make our terrestrial lodging a wholesome place to spend a few score years in. It is another to forget the motto *ut migraturus habita*. It is not Christianity but Swedenborgianism which makes a 'Jerusalem,' set up in England's green and pleasant land, the goal of all the saints, the *Civitas Dei*. . . . . .

"The gradual shifting of the central interest of existence from heaven to earth, from the Divine will to human wishes, has tended to make life a desolemnized and common thing. It is an abuse of terms to assert that the concentration of care and compassion upon mundane needs is making 'this world' more sacred. It results rather in that materialistic vulgarity of mind upon which a season like Advent breaks with a disagreeable shock."

A MINISTER'S DEFENSE OF DIVORCE

IT IS SO RARE for a clergyman to defend divorce that when one does so it is worth noticing. Instead of decrying divorce and blaming the divorcees, we should, it seems, blame our "confused moral standards" and "improperly adjusted social relations." A writer in *The Homiletic Review* (January), Rev. J. W. Morgan, declares that "divorcees are by no means the chief of sinners." He is inclined to the belief that "their suffering may even be regarded as vicarious." No one, he asserts, "who is to any extent acquainted with the interdependence of men in our intricate social organism will dare to place upon these unfortunate individuals the whole responsibility for divorce." As a rule they should be regarded as "victims," he thinks, and vigorously opposes an editorial recommendation of *The Homiletic Review* that ministers "under no circumstances whatever" consent to marry divorced persons. He then goes on to make this analysis of the Church's attitude toward these "offenders":

"In the first place I wish to affirm with mighty emphasis the injustice of the popular judgment, suggested in your editorial, that the hands of every divorcee are 'soiled.' How bitter and cruel the irony concealed in this position! We have fastened upon society the double standard of morality, that fountain-head of the turbid stream of divorce; we have gloried in our almost criminally inadequate marriage laws, a heritage from ages past; we have bound together in 'holy wedlock' the hopelessly diseased, the professedly criminal, the pure and the impure. Ministers who shrink in holy horror from remarrying persons who have been righteously divorced, do not hesitate to unite with the known libertine or the confirmed drunkard the pure and innocent girl; and then, when she dares to break the sacred chain by which they have bound her to this polluted body of death, they brand her with disgrace, and refuse her the poor consolation of washing her 'soiled hands in the holy water of the Church.' Religion, what crimes are yet done in thy name!

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How long shall we continue to strain at gnats while we swallow camels? In the sight of God, and of all decent men who have not substituted theology for the higher sentiments of humanity, divorce is purer than unholy wedlock.

"We would not argue that all divorced persons should remarry. Some persons should never have been allowed to marry at all. In remarrying divorced persons, as in marrying those who have never married before, the minister should decide each case upon its own merits. The indiscriminate refusal to remarry all persons who have been divorced is not only unreasonable and unjust to the individual, it is also unjust to society at large, for the highest good of the whole is inseparably bound up with the highest good of each component part. If through no fault of his own a person has failed to find happiness in one union, shall he therefore be excluded from the possibility of realizing his life in another?"

There are graver reasons for divorce than the average person suspects, we are assured by this writer, who bids us "look below the surface":

"Divorce, like headache, is a symptom. To remove it we need to get at the great underlying causes. Among these might be mentioned the moral leprosy, so prevalent among men. . . . About two-thirds of the 820,264 divorces granted [in this country from 1887 to 1906] were obtained at the initiative of the wives. Doubtless the real cause in a large percentage of these cases was never named. Women shrink from advertising their shame. Not one divorce in ten, perhaps, is sought because of the commission of any statutory matrimonial offense. Surely no one who is at all acquainted with these conditions can deny that they furnish adequate grounds for divorce. Out of 3,000 eminent physicians recently consulted by one of the leaders in the Divorce Reform Movement, 92 per cent. declared pathological and psychopathological states to be grounds for divorce, and 97 per cent. recommended divorce as the best cure for improper marriage.

"True, the divorce-rate in Episcopal England is about one hundred times lower than in this country. In Roman Catholic Spain the rate is lower still. No English woman ever brought suit against her husband for divorce prior to 1801. Probably such a course has never yet been pursued by any woman in the Turkish Empire. But this does not mean that women in these countries suffer less from matrimonial abuses. It is still true that 'most European societies govern women by coercive laws or customs, and, in the lower classes, even by blows.'

"In fact, the divorce movement is in large measure an expression of woman's growing independence, and it is not without significance that the highest divorce-rate exists in the two most enlightened democracies of the world, the United States and Switzerland. It is merely a new way of meeting old abuses. It represents the mighty protest of enlightened women against the age-long assumption of masculine superiority; it is a determined revolt from their former position of subordination to man and their dependence upon him—conditions that too often rendered the marriage state little more than licensed concubinage; it is a denial of the philosophy that women exist primarily for their husbands and children rather than for their own self-realization."

MINISTERS AS PRACTICAL REFORMERS—The pulpit is not the only place where the effectiveness of the clergy is recognized. As practical reformers, particularly in relation to such burning present-day questions as the proper handling of the "social evil," their leadership is sought. Instances of this are gathered by *Zion's Herald* (Boston), and quoted with approval by *The Episcopal Recorder* (Philadelphia), observing that "it is far too frequently said that ministers are unpractical and not suited by either inclination or ability to take the position of leaders in reforms." To any "who may have fallen into the error of repeating this absurdity," it commends the following from the pages of *Zion's Herald:*

"A striking illustration of wise and heroic clerical leadership in civic affairs is afforded in three great Western cities—Chicago, Cleveland, and Minneapolis—just now. Each one of these municipalities has within the past year created a commission to inquire into the social evil, to explore its appalling ramifications, to gather statistics, to investigate the different methods which have been used in different places for the modification or suppression of the many iniquities connected therewith, and to suggest such measures as may have in them the potency and promise of renovation in the case. In each instance it was found wise to put some of the leading clergymen of the city on the commission. In one case—that of Minneapolis—a minister writes the report, which represents the unanimous action and conclusions of the commission, made up of a judge, the secretary of the associated charities, two pastors, the probation officer of the Juvenile Court, the city physician, the superintendent of the free dispensary for working girls, also a physician, two college professors, a principal of one of the great public schools, the secretary of a typographical union, and three business men.

"It speaks well for such a body that the Mayor at once accepted the recommendations which it made: looking toward the policy of 'suppression' as over against the method of 'segregation,' as involving the wisest and safest measures possible in dealing with the evil in question. Especial attention is called to the fact that ministers are found in the lead in this fresh attempt to arrest or modify one of the most horrible phases of our modern city life. Similar instances may be found in the records of other cities. Leading ministers might be instanced, in different parts of the land, engaged not only in the task of uttering warnings and pleadings in the pulpit, but also occupied in the equally important work of devising, in counsel and cooperation with other practical philanthropists and municipal reformers, methods of civic, moral, and religious renovation which serve to incorporate into law and city administration the ideals of purity, safety, and rescue work which the gospel has set in the foreground in our new age."

CONTEMPT FOR THE MINISTRY

MANY COLLEGE MEN have come to look upon the Church and the ministry with "a certain contempt." This fact, says the Rev. Frederick Lynch in *The Christian Work and Evangelist* (New York), results in depriving the ministerial profession of much of the best material that the college turns out. The fault, he thinks, is partly the world's and partly the Church's. His first point is in a measure met by the preceding article, but the second has found no gainsaying:

"The world has become so dominated by material terms, so accustomed to think and feel under the sense of things, that it has lost power to rightly value spiritual things and ideals. It rather despises ideals. It calls the minister unpractical, a sentimentalist, a dreamer. He does not get down to the level of men and get results. Consequently, he is put off one committee after another, and business men, that is, 'practical' men, substituted in his place. The college man sees this. He sees the minister seemingly becoming more and more discounted. He does not seem to hold the commanding place the lawyer and business man, and especially the college president, hold in the community. He is not old enough to reason through this and see that it is largely only seeming, and at any rate but a sign of the times which will soon pass. With this there has been so much self-depreciation by the Church and ministry themselves that it has greatly added to this unexprest feeling in the collegian's breast. Every other minister he hears tells him how he can serve God in some other profession just as well. Then some minister minimizes the office in his hearing, claiming for it only the place of a first-class organizer or administrator, and even apologizing for sermons. No young man is going to devote his life to preaching sermons after hearing two or three ministers joking about them.

"The truth is that, if we want the best young men for the ministry, every minister has got to magnify the office to the utmost and claim for it the supermost place, which is its rightful place. And the Church has got to make more claims for itself. It has got to take more pains to seek young men for its ministry, and, above all, young men have got to be taught how great and wonderful an institution it is and may become. It is time the Church awoke and saw that every young man in its congregations and schools received instruction as to its greatness, power, and opportunity.

"The Optimist would like to ask right here, Is there a church in any community that is actually engaged in any way in securing the best young men for the ministry? There are a few ministers; but very few. But whose care is it if not the churches?"

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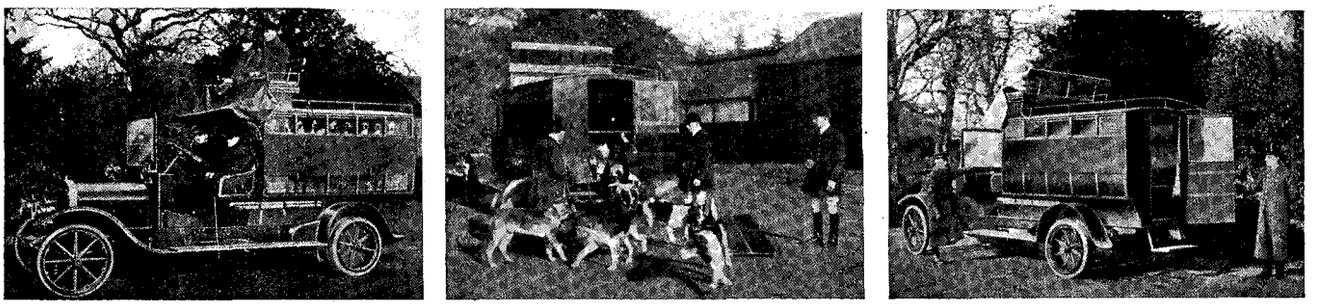
MOTOR-TRUCKS AND MOTOR-CARS



AN ENGLISH MOTOR-CAR BUILT TO CARRY MEN AND HOUNDS IN THE HUNTING-SEASON.

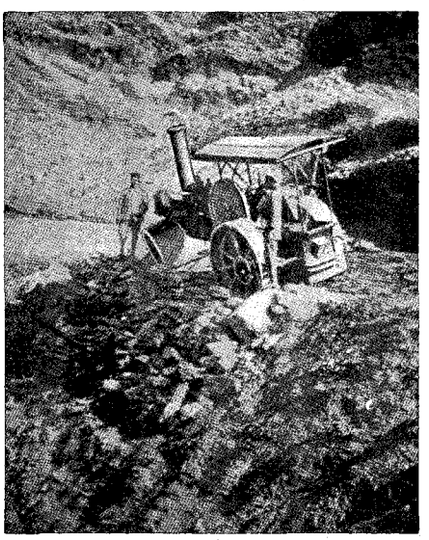
HIGH- AND LOW-PRICED CARS

THE latest information on the subject confirms the earlier reports that the average cost of a pleasure-car this year will be somewhat less than it was in 1911. So far as an average can be arrived at, it is now believed that in 1912 the average will be about $1,376; last year's average was computed at $1,545. In an article on this subject in *Country Life* it is explained that this reduction does not mean that the cost of high-priced cars will this year be any less, or that the volume of production of high-priced cars has been curtailed. The factor which has brought the change about is the large increase in the production of low-priced cars. The total production for the year 1912 will reach, according to the latest estimates, 235,000 cars, the average horse-power being 31.6. The most expensive cars will still sell at prices ranging from $4,800 to $6,000 in touring bodies; enclosed bodies in the most costly styles will be listed at $2,000 more. The other extreme in price is represented by a one-cylinder car which sells for $350. Next above is one selling at $450. In its comments on prices the writer in *Country Life* says:

"The finish of such automobiles as are represented in the list as costing over $4,000 is as fine as possible. Every portion of the car is nicely adjusted with an eye not only to present appearance and condition, but also to its appearance and condition after 20,000 miles of general touring. The last word in modern engineering has been spoken and the last act of human care has been performed before the car is turned out. All of them have more power and speed than they can ever use legally. All of them are specially pointed to climb hills. Their tires cost an immense amount more than do those of the small cars, the proportion being in the neighborhood of five to one.

"To sum up: The difference in weight would account for fully $700. The increased size of parts would amount to at least $500. The fact that new jigs are required to build a new car and that only a small production can be made in comparison with the little car, would account for $2,000. Tires, luxurious equipment, and the little things about a big car, not present in the small one, would probably account for $400. On the other hand, the labor bill for building the small car is less in proportion than it is in the big one. Thus, if the various items above are added, it will be seen that the total is $3,600. To this must be added the cost of the small car, and the result shows that there is not such a wide difference in the amount of goods delivered for the dollar of the man who buys a small car and that of the wealthy man who buys an expensive car."

Tables are appended giving names, horse-power, wheel-base, seating capacity, and price for practically all the cars now in the market. From this it appears that of cars costing $800 and less there are 13 in the market; of cars costing from $800 to $1,200 there are 27; of cars costing from $1,200 to $1,600 there are 39; of cars costing from $1,600 to $2,000 there are 44; of cars costing from $2,000 to $3,000, 48; of cars costing from $3,000 to $4,000, 30; of cars costing over $4,000, 40.



Building a road in the Khaibar Pass, Afghanistan, for the new service cars instituted by the Ameer.

A BREWER'S SAVING

A statement is made in *Modern Delivery* of the savings effected in a single year by a prominent New York brewer, who has substituted motor-trucks for horse-drawn wagons. Formerly he had in service over 120 horses, but no motor-trucks. In 1909 he purchased two five-ton electric trucks, then six more, and in the following year eighteen. At present he operates thirty. His superintendent estimates that these thirty save him $25,000 a year.

Of his 120 horses he now has fewer than fifty left. His old stable, having a frontage of 200 feet, has in part been torn down, and on its site a three-story building, with 100 feet frontage, has been erected and devoted to a bottling-plant and shipping-room. He formerly had three wagon-yards. In one of them he has built a garage capable of holding 48 trucks; by adding two stories its capacity can be doubled. The saving of $25,000 annually is based on a saving of $833 by each of his thirty wagons. To deliver a barrel of beer with horses cost this brewer 33.7 cents; to deliver a barrel by motor-truck costs him 24.75 cents.

The writer of the article adds that all big brewers can not make a like saving, because of differences in conditions. A brewery having only one truck, for example, could not effect the same saving as a brewery which had twenty. Instead of saving 8 cents per barrel in deliveries a conservative estimate would be a saving of 5 cents per barrel, provided the plant were smaller and street conditions were not as good as those in the case of the New York brewer mentioned.

FRANCE TO HAVE AN ANNUAL SHOW AGAIN

It is now four years since French manufacturers decided that it would be unwise to continue at the Grand Palais the motor exhibitions held there previously. It was believed that cars could be sold readily without going to the cost and trouble of a public exhibition. Moreover, cars had been so standardized that the few changes made from year to year could not justify an exhibition of the year's models. Meanwhile, English makers found it advantageous to continue their exhibitions, and are believed to have met with additional success at these shows because they gave the only international exhibition held anywhere in Europe. The last London show was notably successful. This is believed to have been a large factor in influencing French makers to decide upon a revival of the Grand Palais exhibition in October of this year, and extending until January, 1913. Negotiations for this purpose were undertaken with makers by the Minister of Commerce and after two meetings a working agreement was arrived at under which a combined motor and airship exhibition will be held. A joint committee representing the two industries was appointed. Commenting on this decision the Paris correspondent of *Motor Age* says:

"The revival of the Paris show is a direct attempt to get back the ground which has been gained by London during the last two years as a center of motor activity. Some of the French revivalists would like to have their show before the London exhibition, thus making it necessary for the world to come to Paris in order to secure first information on the new

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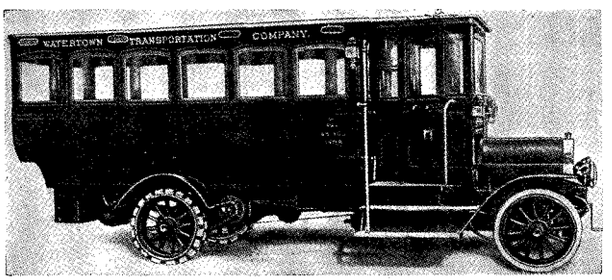
season's models. The use of the hall having been secured from October 5, it is quite possible to hold a show in Paris before the date usually selected for the London exhibition. The move, however, is likely to be dangerous, for England may reply, and there is a limit to the time during which the factories can get out their new models after the close of the active production period. For this year no changes will be made. The aeronautical industries will hold a show in the Grand Palais from December 16 to January 2, but there will be no motor exhibition."

TWO ANNUAL SHOWS

In New York from January 6 to 20 at the Madison Square Garden will be held the Twelfth National Automobile Show, and beginning on January 10 at the Grand Central Palace will be held the exhibition of the National Association of Automobile Manufacturers. It is announced that these exhibitions "will mark the passing of that stormy time in the automobile industry during which the trade has been divided into two camps." This division grew out of the famous patent suit, which led to two exhibitions—one of licensed, the other of unlicensed, manufacturers. Henceforth, it is believed, "there will be no rivalry save that developed in the ordinary course of business."

Perhaps the most notable feature of this year's shows will be the various designs for starting cars without resort to a dismount for turning the crank. It is promised that there will be a multitude of designs working on various principles. For years the starting of the engine has been the chief annoyance, alike to drivers and passengers, especially the making of a start after all have been seated without expecting one to be necessary. A few makers only have heretofore had cars in operation with self-starting appliances, but this season "the self-starter has sprung to the front as a vital point of construction." It is declared that devices now in use make a gasoline-car "as easy to handle as an electric and wipe out that one point of difference which some fastidious drivers have considered important in the past." It is curious that devices of this kind have been so long delayed. Experiments looking to their adoption were made as long as fifteen years ago; that is, in the very early days of motoring. The fact is that more need has been formerly felt for development in other lines of construction.

As a picture given elsewhere will show, it has been the aim of the management this year so to arrange Madison Square Garden as to conceal the interior lines formerly familiar. The color scheme is crimson and gold, with patches here and there of blue, green, and white. The main floor and balcony are carpeted with a fabric grass-green in color. The water rising from the central fountain is made electrically radiant by the use of iridescent electric bulbs. The allegorical figures about the fountain are ten feet high. The ceiling has the appearance of an oriental rug of rich colors. The boxes will seat about 1,200 people. More than 200 tons of steel are said to have been used in reconstructing this interior and about 1,000,000 feet of lumber.



"PAY AS YOU ENTER" OMNIBUS FOR USE IN WATERTOWN, N. Y.

WHAT MOTORING COSTS

John Earl, in *The Outing Magazine*, discusses from several points of view the cost of keeping a motor-car. He quotes the results of a test made for the purpose of comparing the cost of using a horse and buggy with the cost of using a light runabout. The test was extended over six days of six hours each, accounts being kept of every item of expense. The horse in these six days traveled 197 miles, and the item of cost for food, shoeing, and depreciation was $9.84. Two passengers were carried, so that the cost per mile was 5 cents, the average daily distance being nearly 33 miles. The car during the same six days covered 457 miles and cost for gasoline and depreciation $16.84, making the cost per mile for two passengers 3.7 cents, and the average daily distance covered 76.3 miles.

Another experience reported is that of a St. Louis suburbanite, with a four-cylinder runabout in its second year of ownership. He had his car overhauled on the first of November at a cost of $52, and during the next twelve months his expenditures were as follows: Repainting and improvements, $42; gasoline, $24.55; lubricants, $4.80; tires and repairs, $41.75; repairs at shop, $16.60; replacement of worn parts, $9.65; batteries and recharging, $4.20; new accessories and tools, $7.95; insurance, $10; license, $5; taxes, $7; miscellaneous, $9; total, $234.50, or $19.54 a month. In the year these figures cover the car ran 3,550 miles, at a cost of six and two-thirds cents a mile for two passengers.

In these items occurs nothing for depreciation, the owner asserting that, at the end of the third year, the car looked as well and ran better than when it was new. As to the cost of keeping a horse in his neighborhood, he says, from $25 to $30 a month is the common experience, so that the total annual expenditure for the horse would exceed that for the car.

The writer in *Outing* next considers touring-cars. He cites the experience of a man in Ohio, with a car seating five persons and costing $2,100. During the eight months this car covered 6,588 miles. The

(*Continued on page* 78)

MADISON SQUARE GARDEN DURING THE AUTOMOBILE SHOW OF JANUARY 6–20, 1912.

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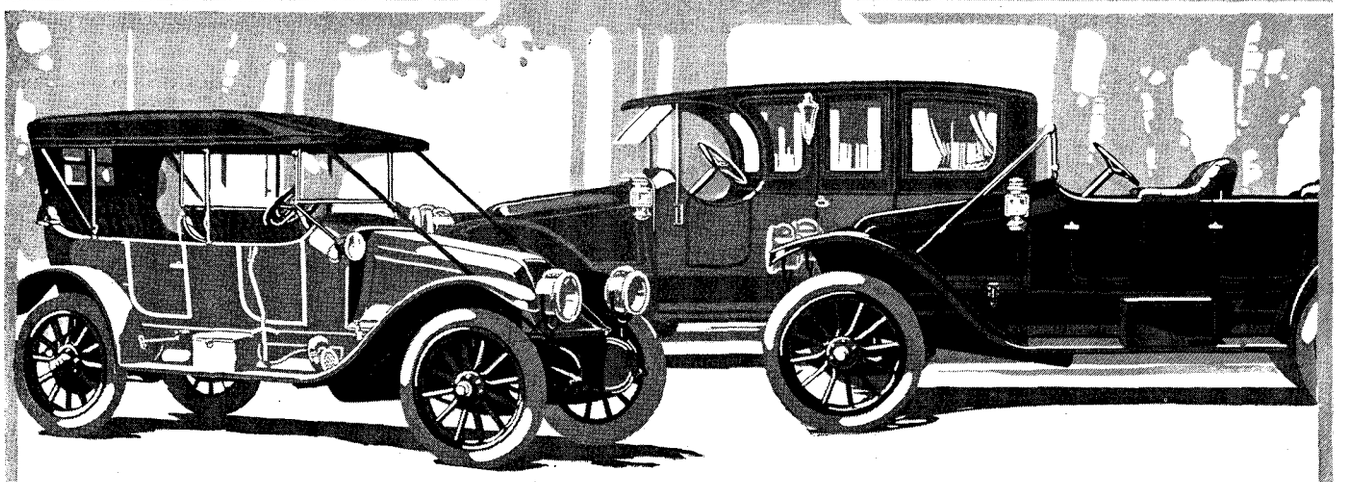
Franklin



Franklin Model D

6—38 $3500

The fastest touring car over American roads. Light weight, with full-elliptic springs and large tires, it has the three essentials to satisfactory service. Tire trouble is almost unknown.

Made in two body styles, a five-passenger touring car and a four-passenger torpedo-phaeton of individual type.

Write for new catalogue

FRANKLIN AUTOMOBILE COMPANY
Syracuse, N. Y.

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Regulated home heating

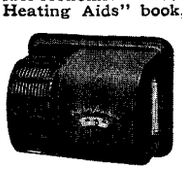
Make your home a place of balanced warmth day and night, up-stairs, down-stairs—on the floors, at the windows—by the precise regulation of the room temperatures through use of an

IDEAL SYLPHON **Regitherm**

The Regitherm is placed on the wall of a room, and you set the hand at the temperature you desire throughout the entire house (anywhere between 60° and 80°). The Regitherm communicates by a steel wire to the draft and check dampers of Boiler or Furnace; thus the fire is kept at an even condition—no overheating, no under-heating, no coal waste, no running up and down the cellar stairs.

The Regitherm is entirely self-acting and self-contained—no electricity, no springs, no parts to clog, run down or wear out. It is a heating monitor which is faithful day and night—takes all the regulating into its own reliable hand, and never fails.

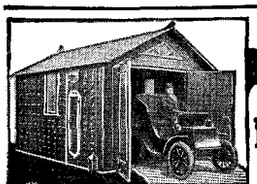
The Regitherm pays its own cost out of the fuel economies. Let us send you our "New Heating Aids" book, telling all about the Regitherm and our labor- and money-saving Norwall Air-Valves and Sylphon Packless Radiator Valves. They will bring you much added comfort and help to cut down those excess "living costs."



AMERICAN RADIATOR COMPANY

Write Department G CHICAGO

Makers of IDEAL Boilers and AMERICAN Radiators



This **Portable Fireproof Garage**

Comes Complete in Patent Interlocking Ornamental Metal Units, Ready to Set Up

Pruden System of reinforced unit construction is entirely new. Unlike any other. No wood. Absolutely fireproof. No framework needed. You put up in few hours with wrench and screw driver. For strength, durability and appearance ranks with solid masonry. Costs two-thirds less. Ideal also for **cottages, stores, warehouses, hunting lodges.** Immediate shipments from stock. **Write for catalog.** *See the Pruden System Garage at the New York Auto Show. Space 551.*

METAL SHELTER CO., 5-47 W. Water St., St. Paul, Minn.

(*Continued from page* 76)

owner reports expenditures as follows: Tires, $255; repairs, $72; gasoline, $60; insurance and supplies, $75—a total of $362. The following summer he had the car overhauled for $88.55 and painted for $55; his other expenses except insurance amounting to $134.48, a total of $258.03 for 2,740.4 miles.

The writer makes the point that, in comparisons between motors and horse-vehicles, few owners of horses have any idea how much it costs them to drive a mile. He presents some data on this subject as obtained from the sales agent of a large bakery, which finds a horse and buggy a necessary part of its equipment. Following are data obtained:

"At the present time horses are at top-notch prices. The agent selects his animals on the basis of their road qualities. They must be sound and kind and from six to eight years old. At present prices such horses bring an average price of $250. He uses a steel-tired buggy, built for service rather than looks, at a price of about $150. Harness of the heavy buggy type, single strap, made by a well-known firm, costs $40, and other equipment totals the whole outfit to $500. He finds $22 a month reasonable board, and $20 a year covers medical attendance, hire of a livery horse in case of lameness, and clipping. Every year the buggy demands a new set of steel tires and painting, and after the first few years trips to the repair-shop begin, the cost of repairs in this salesman's experience averaging $35 a year. Another $10 goes to mending harness and equipment.

"Pounding over hard roads develops some blemish in a horse after about four years, at the expiration of which it is more profitable to sell the animal than try to use it any longer. It brings then about $125. The vehicle after that length of service commands only $35 to $40, while the depreciation in harness and other equipment amounts to about $15 a year. Here are the figures on the horse:

Original cost	$250
Cost of buggy	150
Cost of harness	40
Cost of other equipment	60
Board at $22	264
Shoeing at $2 a set	24
Doctor, clipping, and hiring extra horse	20
Interest on $500 at 6 per cent	30
Depreciation in value of outfit	70
Repairs	45

"From these figures is derived a total annual expense of keeping such an outfit as described of $453, exclusive of original cost. The salesman who supplies them finds that fifteen miles a day six days in the week is a good-traveling road average."

THE GASOLINE SUPPLY

An Englishman who is referred to as an authority on the subject, is quoted by *Motor World* as having declared that current fears as to a shortness of the gasoline supply are needless. He bases his confidence mainly on the fact that the growing demand has stimulated producers to develop new processes in refining by means of which the amount of gasoline produced from a given quantity of crude oil is increased. Following are some of the points contained in the statement made by this authority:

"A large and ever-increasing demand for petrol (the English equivalent for pure gasoline), accompanied by a steady decrease in the sale of burning-oil and other refined products, a huge increase in the supplies of heavy oil suitable only for fuel, and in many cases a falling-off in the supplies of high-grade oils of high petrol-content, have led to a state of affairs in the petroleum world which can not be regarded as satisfactory. With the ordinary processes for oil-refining an increased production of petrol is accompanied by an increase in products such as kerosene and lubricating-oils, the consumption of which does not keep pace with that of petrol, and it is well known that, oil wars and price-cutting apart, considerable difficulty is being encountered in the disposal of burning-oil, particularly at remunerative prices.

"The hopes raised of a largely increased consumption of such oil in internal-combustion engines have not been fulfilled. An efficient kerosene engine possessing the flexibility and adaptable qualities of the petrol engine has, notwithstanding optimistic reports to the contrary, still to arrive. Lubricating-oils, owing to the increasing use of internal-combustion engines of all kinds, must now be constituted to possess physical properties different from those formerly required, and this fact necessitates changes in the refining and mixing of the constituents of natural petroleum suitable for this purpose.

"Processes which will be able to increase or decrease several of the constituents of petroleum, which in effect will proportion the refined products to suit market requirements, may be said to be commercial necessities, and recent developments have shown them to be technical possibilities also. The importance of processes of this kind must be estimated not from the little that is heard of them, oil-refiners being the most secretive of people, but from the fact that they have been adopted by such important corporations as the Standard Oil Company, the Shell Transport and Trading Company, and the Burmah Oil Company. It has even been publicly announced that the Shell Company has nearly completed a plant for this purpose at its Koetei refinery in Borneo.

"The conditions under which the change from heavy to light oils is accomplished being carefully regulated, there is no difficulty in obtaining from the liquid products of a heavy oil at least 25 per cent. of light naphtha, of which 75 to 80 per cent. is salable as petrol. It is of interest to note that of the naphthas obtained in various parts of the world, that of Pennsylvania contains the largest proportion, about 50 per cent., suitable for petrol. The proportion obtained elsewhere suitable for the same purpose is very much less, being in Scotland only 15 to 20 per cent., and averaging perhaps the world over about 25 per cent. of the total naphtha; which itself represents 4 per cent. or less of the world's petroleum production.

"To whatever extent the petrol demand may expand, developments are at hand which bid fair to meet it at every point and which will make the petrol 'famine' well-nigh impossible—impossible, that is, so long as ample supplies of heavy oils continue to be opened up."

CROSSING THE CONTINENT

The problem of highways to the Pacific has been actively taken up in several parts of the Far West. The newest organization having in view the promotion of a southwestern route was formed at Phœnix, Ariz., late in December, when eighty-four delegates came together to organize work "for

(*Continued on page* 80)

For Nervous Disorders Take Horsford's Acid Phosphate

Especially recommended for the relief of nervous headache exhaustion, and insomnia.

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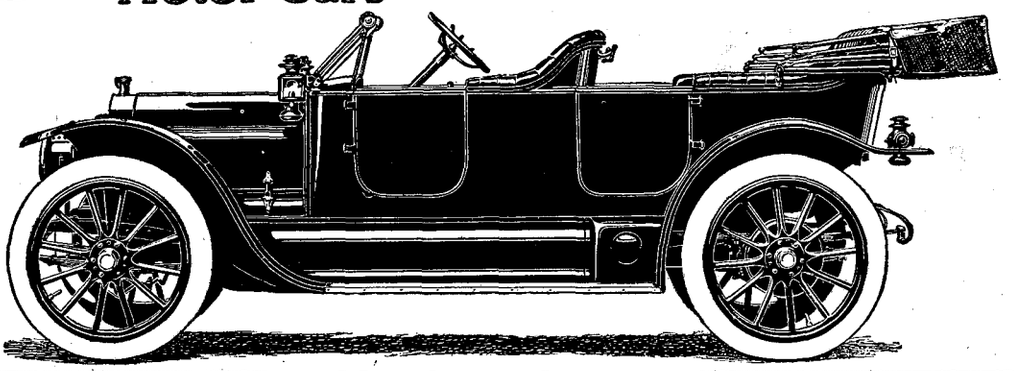
Rambler
Motor Cars



The Rambler Cross Country—$1650

The Most Comfortable Car In America Selling Below $2500

It's a 38 h. p. five passenger touring car with 120 inch wheel base, 36x4 inch tires and demountable wheels—a rare combination of power, comfort and appearance.

It's long—it's low—it's roomy. Low with drop frame and new spring suspension. Long with front axle set forward and straight line torpedo body. Roomy with tonneau seat four feet wide—31 inches of leg room—enough for the tallest man—27 inches from front seat to dash and wide elbow room at the wheel. The most comfortable car in America selling below $2500.

Ride 200 Miles Without Fatigue

Step into this car and you are dominated by a feeling of spacious ease and gratifying comfort. In a ten minute ride you grin in spite of yourself through rare delight. You may tour all day with pleasure and return without fatigue.

The upholstering is of such pleasing softness that even the invalid may ride without discomfort—cushions 8 inches deep made from finest selected long hair. Rear cushion has 45 double action steel spring coils.

Front springs 39 inches long—rear 52 inches long—axle of I-beam type set forward under radiator—road clearance 10 inches—front edge of tonneau seat 9 inches ahead of rear axle—front seat 45 inches wide—120 inch wheel base and 36 inch wheels.

Now, do you wonder that it's the easiest riding—easiest to drive and easiest to turn around—no other make at $2,500 can touch it.

Delight to Drivers

You must experience the feel of that Cross Country wheel. It's a delight. Think of the unconscious ease with which you guide a bicycle. It's just that. Your arms don't tire. Your legs don't cramp. Both levers are inside and the sound of the motor—just the sweetest hum that turns instantly in a snappy roar when the cut-out is open.

Silent, long and lean, with swift moving lines, the Cross Country has grace, suggestion of speed and beauty of contour.

Snap! Ginger! Power!

To drive this car is exhilarating. It runs like a spirited horse. You touch the throttle and it's away. In the traffic of Fifth Avenue it will creep along at 4 miles per hour—on the open road it tops it off at fifty. It took Abbey Hill, New York, on high gear with five people, starting at 22 miles per hour and going 30 miles at top.

It took Viaduct Hill on high, starting at 25, dropping to 12 at the crest and going at 18 at the top, passing two high priced cars going up in the gears.

It took City Line Hill, Philadelphia, on high, Rondout Hill at Kingston, N. Y., with 6 passengers and climbed State Street Hill, Albany, from river to Capitol on high with six passengers.

It starts quickly and stops quickly—a motor car virtue that has saved many an accident. The braking surface is 400 square inches.

Looks Like $2500

A big car of exceeding beauty; few people have guessed its price on sight at below $2500. Finished in English Purple Lake—a rare shade of deep maroon—trimmed in nickel, with bonnet, fenders and fillers in black enamel, with 9¼-inch lamps in black enamel and nickel. You'll find the same equipment on cars selling at $2500.

Fenders of sweeping grace, radiator of new and distinctive design—doors 20 inches wide and open fully with no outside latches.

Rakish, low and balanced perfectly, you can put her around a corner in a jiffy and the rear end will hug the road.

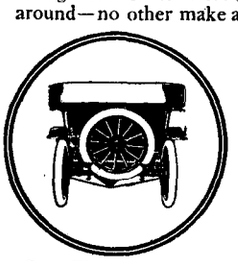
Why the $1650 Price?

"Why such a car at this price?"

Here's the reason: The Rambler was first to offer a *real* bicycle for less than $100. The Rambler is *now* first to offer a *real* car below $2,000.

For years we have built high priced cars, educated our mechanics to greater skill, developed our factory until we now are able to produce the Cross Country. The public is ready. The Cross Country is here—it's the flag bearer for 1912—sure to be a Rambler year. To see this car is to want it—write for the name of the nearest dealer—ask for the Rambler Magazine.

Ten Other Styles, Including Open and Closed Cars of 38 and 50 Horse Power



Spare Tire on demountable wheel carried in rear, eliminates worry about tire trouble. This demountable wheel can be changed in five minutes.

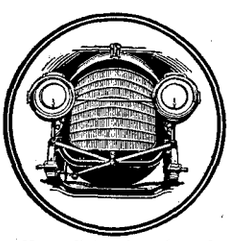
Equipment —Bosch duplex ignition. Fine large, black and nickel headlights with gas tank. Black and nickel side and tail oil lamps; large tool box; tool roll with complete tool outfit. Roomy, folding robe rail; foot rest, jack, pump and tire kit. Top, with envelope, $80—wind shield, $35. Demountable Wheel, less tire, with brackets and tools, $30. Self Starter $175.

The Thomas B. Jeffery Company

Main Office and Factory, Kenosha, Wisconsin

Branches: Boston, Chicago, Cleveland, Milwaukee, New York, San Francisco

See this car in the Grand Central Palace Automobile Show, Jan. 10-17: at Section H, first floor.



New radiator of popular and distinctive type—12,000 square inches of cooling surface—9¼ inch headlights, in black and nickel—radiator cap of exclusive design.

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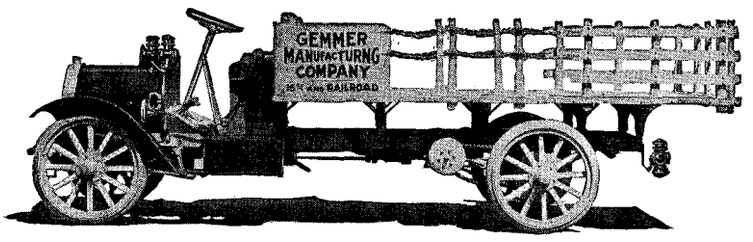
The Federal sets the final price of standard one-ton trucks—$1800



deral One-Ton Truck Chassis, 144 inch wheelbase, including seat, $1800.
Body type at purchaser's option.

Wheelbase, optional 110 inch or 144 inch; Motor, 4 cylinder, 30 horsepower; Magneto, high tension; Clutch, 16 inch cone; Transmission, 3 speeds forward and reverse; Timken bearings in wheels; Tires, solid 36x3½ inch front—36x4 inch rear.

FEDERAL ONE TON TRUCK

It is the same Federal Truck that has been in operation and demand for two years; that has stood up and proved up; that has met every hauling test; that has solved every hauling problem.

It is the same Federal that was awarded the Grand Trophy in the Chicago-Detroit-Chicago Truck Run last summer.

It is the same Federal that in the last Glidden Tour carried more than a ton of baggage 1500 miles in eleven days over all sorts of roads and finished with the touring cars. No truck had ever before even completed the Glidden Tour on time.

It is the same Federal that has for two years been setting new marks for strength, durability, speed and cost-reduction for the American business man.

Here is your OPPORTUNITY—
to buy for $400 to $500 less than the price of any other truck of the same rating, a one-ton truck that is the Standard of Truck-Efficiency, Truck-Reliability and Truck-Economy.

How can the Federal be sold for $1800 Now?

Because an enormously increased demand has brought about an enormously increased production.

Because we buy materials now in enormous quantities.

Most important of all, because we have specialized in one product, concentrated all our factory force, energy, experience, engineering skill and capacity in the one-ton Federal Truck. The new price—$1800—is the achievement of Specialization.

The 1912 Model of the Federal will be on exhibition at Grand Central Palace, New York, space No. H-5 second floor, January 10 - 17, and in the Chicago Coliseum, Section N, February 5-12.

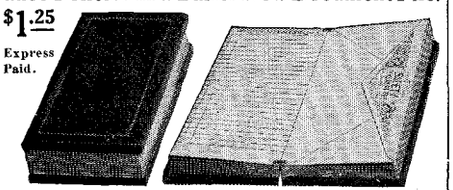
If you are unable to see the Federal at either one of these shows write us for Federal literature.

FEDERAL MOTOR TRUCK COMPANY
ISABELLA STREET, DETROIT, MICHIGAN

Have you ever Mislaid an Important Document?

Start the New Year with your valuable papers in a safe place for quick reference. Keep your Contracts, Notes, Mortgages, Insurance Policies in a Barler New Document File.

$1.25 Express Paid.



Made of steel, covered with seal grain keratol leather. Will last a lifetime. A perfect File for office, home, or safety deposit box at the bank. Opens like a book. 20 strong manila pockets, 4½ x 10⅜ in with metal eyelets. Cord allows expansion, and holds fast without tying. **Net price, $1.25 delivered.**
Guaranteed Satisfactory or Money Returned.
BARLER FILE CO., 60 W. Lake St., Chicago

GET THIS-NOW

Write at once for *free* sample bottle of this wonderful household necessity.

"3 in One" is the best and only oil on earth for oiling everything properly. Cleans and polishes and positively prevents rust. No housewife should try to get along without it.

If you have never used "3 in One" on sewing machines, piano cases, fine furniture, bathroom fixtures, brass railings, doorplates, hinges, cutlery, etc., try it—*now*—at our expense. When you write for sample send name of your dealer.

"3 IN ONE" OIL CO.
18 Broadway, New York City

(*Continued from page 78*)

the construction of a transcontinental automobile highway passing through the three States represented." Three were appointed a committee to decide upon the route to be followed in each State. Through New Mexico the route recommended starts at the Arizona line, sixteen miles east of Springerville, and goes eastward to Magdalena, Carthage, and Albuquerque, and thence to Santa Fé, Las Vegas, and Raton, leaving the State twelve miles from Raton on the Colorado line. In Arizona the line begins at Yuma on the Colorado River, runs thence to Phœnix, the Roosevelt Dam, the city of Globe, over the State highway already constructed, and thence to San Carlos, up the Gila Valley, and northerly to Springerville, forming a junction with the highway as constructed through New Mexico. There was some disagreement as to the California route, a minority as well as majority report being submitted. The majority report favored a route westerly from Yuma along and near the Southern Pacific Railway to a point near Monmouth Station, thence southwesterly to Brawley, thence along the Salton Sea to Mecca, afterward following the Southern Pacific to Boma, Redlands and Los Angeles.

THE THREE-WHEELED CAR

The failure thus far to construct a successful three-wheeled car is discust in *Motor World*. The most recent of the failures will not, according to this paper, serve to diminish interest in that type of car. Efforts to produce one have been carried on intermittently since 1769, when "a freakish three-wheeled steam artillery carriage" was constructed without success. The writer adds:

"The whole history of self-propelled and man-propelled vehicles, both ancient and modern, is studded with such examples, which in every instance have met with failure. When Daimler first applied a gas-engine to a road vehicle, he applied it to what looked like a bicycle and what by courtesy was termed a bicycle, but which to all intents and purposes was a three-track and therefore substantially a three-wheel vehicle. Benz's first vehicle was a three-wheeler; so, too, was the first popular-priced motor-vehicle to be produced in America.

"At this latter period and before the automobile, as now understood, attained real prominence, the motor-tricycle was in considerable use, both here and abroad; indeed, all of the earliest motor-cycles were tricycles; the motor-bicycle was considered an impossibility. In the early days of the pedal-propelled bicycle—the high bicycle—the tricycle was prominent; it held the element of personal safety, which element was foreign to the nature of the bicycles of those days. But the tricycle perished—perished miserably. Here and there there may be a two-passenger motor-tricycle or a three-wheel 'motorette' or 'delivery car' running around, but they are few and far between.

"No three-wheel vehicle ever produced ever attained real popularity or maintained headway in the sense of usage. It is not conceivable that any that may come after will share a better fate. It is essentially a restricted smooth-road vehicle; away from such roads it is, in any form, a 'man-killer'; it is only the near-superhuman

(*Continued on page 82*)

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ELECTRONIC REPRODUCTION PROHIBITED

No-Rim-Cut Tires—10% Oversize

1911 Sales—409,000 Tires

Stop for a moment, Mr. Tire Buyer, on this verge of 1912.
Consider how motorists are coming to Goodyear No-Rim-Cut tires.
Six times the demand of two years ago—800,000 sold.
Enough sold last year to completely equip 102,000 cars.
Now the most popular tire in existence.
Just because one user says to another—"These tires avoid rim-cutting, save overloading. They've cut *my* tire bills in two."
For the coming year, 108 leading motor car makers have contracted for Goodyear tires. We've increased our capacity to 3,800 tires daily.
Now make a resolve—to save worry and dollars, to give perfection its due—that you'll make a test of these patented tires.

Upkeep Reduced $20 Per Tire

These are the facts to consider:

No-Rim-Cut tires now cost no more than other standard tires. The savings they make are entirely clear.

And those savings are these:

Rim-cutting is entirely avoided.

With old-type tires—ordinary clincher tires—statistics show that 23% of all ruined tires are rim-cut.

All that is saved—both the worry and expense—by adopting No-Rim-Cut tires.

Then comes the oversize.

No-Rim-Cut tires, being hookless tires, can be made 10% over the rated size without any misfit to the rim.

So we give this extra size.

That means 10% more air—10% added carrying capacity. It means an over-tired car to take care of your extras—to save the blow-outs due to overloading.

And that with the average car adds 25% to the tire mileage.

All that without extra cost.

Tire expense is hard to deal with in any general figures.

It depends too much on the driver—on proper inflation—on roads, care, speed, etc.

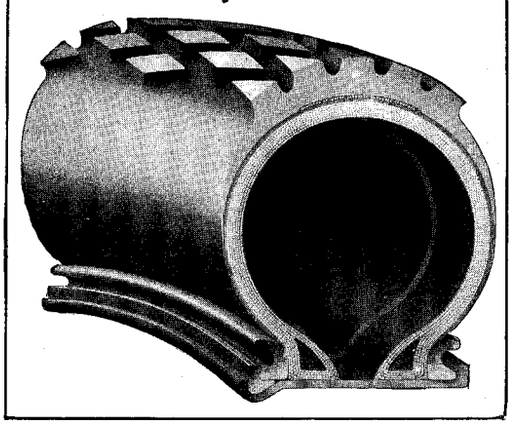
But it is safe to say that, under average conditions, these two features together—No-Rim Cut and oversize—cut tire bills in two at least.

We figure the average saving—after years of experience with tens of thousands of users—at $20 per tire.

Whether more or less, it means something worth saving. It totals millions of dollars every year to users of these tires.

And you get your share—without added cost—when you specify Goodyear No-Rim-Cut tires.

The New Goodyear Non-Skid Tread



Non-Skid Treads, if Wanted Double-Thick, Deep-Cut Blocks

The newest addition to No-Rim-Cut tires is this ideal Non-Skid tread. Not a mere makeshift—not a flimsy protection. Not a mere corrugation of the regular tread.

This is an extra tread, about as thick as the regular, vulcanized onto the regular tread. Thus a double-thick tread, made of very tough rubber, reducing danger of puncture by 30%.

The blocks are deep-cut and enduring. They present to the road surface countless edges and angles, so skidding is avoided.

Each block widens out at the base, so the strain is spread over as much tire surface as with smooth-tread tires.

Note the many ways in which this Non-Skid tread surpasses all the others.

GOODYEAR

No-Rim-Cut Tires

With or Without Non-Skid Treads

13 Years Spent Testing Tires

Thirteen years ago we started out to outdo others on automobile tires.

We brought to our factory the best experts we knew, and put them at work in our laboratory.

We gave them carte blanche on expense.

For rubber we supplied them with up-river Para, the costliest and best in existence. For fabrics we gave them the long-fibre Sea Island cotton, at twice the cost of the usual.

To prove out their ideas we built a tire testing machine. There four tires at a time are constantly worn out under all sorts of road conditions, while meters record the mileage.

There we have compared forty formulas for wear-resisting treads. There we have compared over 200 fabrics.

There every method of making, of wrapping, of vulcanizing has been put to infallible test.

And there every competing tire of merit has been compared with our own, under actual road conditions.

We've done this for 13 years.

Whatever proved best was adopted. Then displaced when we found something better.

Thus Goodyear tires have been brought so close to perfection that last year our liberal warrant cost us less than 32 cents per tire.

So it is more than our patents—more than our oversize—which has brought Goodyear tires to such immense popularity. It has been the knowledge that, despite all claims, in the test of time worth alone will prevail.

And our figures reveal the result.

Our new Tire Book is ready—filled with facts which motorists should know. Ask us to mail it to you.

THE GOODYEAR TIRE & RUBBER COMPANY, Liberty Street, AKRON, OHIO

Branches and Agencies in 103 Principal Cities **We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits**

Main Canadian Office, Toronto, Ont. **Canadian Factory, Bowmanville, Ont.**

(435)

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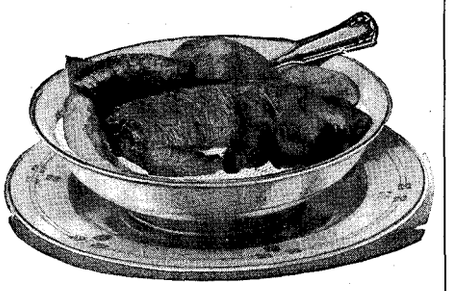
ELECTRONIC REPRODUCTION PROHIBITED

How Far Will a Dollar Go?



IT depends largely upon food knowledge and food sense. In winter much money is wasted on indigestible foods that have very little "fuel value" and hence impart no warmth and little nourishment to the body. There is more heat-making, muscle-building material in

SHREDDED WHEAT

than in beef or eggs. It contains all the body-building elements in the whole wheat prepared in a digestible form. Two Shredded Wheat Biscuits heated in an oven to restore crispness and served with hot milk or with canned peaches, pears or other canned fruits will supply all the nutriment needed for a half day's work. Nothing so satisfying and nothing so easy to prepare.

Made only by

The Shredded Wheat Company

Niagara Falls, N. Y.

Folding BATH TUB

Costs little, no plumbing, little water. Weight 15 pounds, folds into small roll. Full length baths, far better than tin tubs. Lasts for years. Write for special agents offer and description. Robinson Bath Cabinet Co., 693 Jefferson Ave., Toledo, O.

Comparative Table

Presenting several issues of Railroad Bonds, listed on the New York Stock Exchange, compared on a "per mile" basis, suitable for investment by Banks, Trust Companies and business men,

Yielding 5% or better

Circular mailed on application

Kean, Taylor & Co

30 Pine Street, New York

(*Continued from page* 80)

who can endure the toil and racking that it entails. In America, least of all, can it become a practicable vehicle. Our roads are not adapted to the use of three-track vehicles. The surfaces, the ruts, the side-paths of our highways permit only the use of single-track and two-track conveyances. The bicycle quickly swept out the tricycle and the three-wheel automobile never had even a ghost of a chance to prevail against a four-wheel, two-track vehicle of any sort.

"The history of three-wheelers is one unending succession of failures. It is possible to paint glowing and attractive pictures of their possibilities—the manufacturer who failed last week was deluged with inquiries—but possibilities will not stand against facts—against history. The wonder is that at this late day, and in the light of comparatively recent experiences, men can be found to devote their time, their energy, their capital, to the production and popularization of three-wheelers. Their faith is admirable, their judgment beyond understanding."

COMMERCIAL VEHICLES IN USE

Statistics of commercial vehicles in use in New York have just come to hand. They correct a recently published statement from an official source which gave as the number in use "about 8,000." It appears now that in this statement were included an estimated number of vehicles owned and operated by dealers under manufacturers' licenses. The number of cars actually registered up to the end of November, 1911, was 5,124. The term "commercial vehicle" in these figures is applied only to trucks, delivery wagons, and omnibuses operated over a specific route on schedule time with a uniform rate of fare. Under this ruling taxicabs are not classed as commercial vehicles. *Motor Age* says of commercial vehicles in Paris:

"In Paris there are about 6,000 taxicabs, and during the coming year 800 motor-buses will be put into circulation by the General Omnibus Co., having a monopoly of the city service. Practically all the taxicabs and commercial vehicles in use in Paris are of the internal-combustion type, steam not being favored, and the number of electrics being confined to about a score of very light delivery vans. Gasoline-electric vehicles are not employed, the few taxicabs established on this principle a few years ago having gradually gone out of existence."

EXPORT TRADE IN AMERICAN CARS

The export trade in American cars is increasing. In October, 1911, there was a gain in the total value of cars and sundries exported of $584,745, which is a gain of 75 per cent. over the total for October, 1910. *Motor World* says of these figures:

"As has been the case during the past six months, the gains made by South America and British Oceania by far exceed the losses experienced in Mexico, Germany, France, and other countries. British Columbia increased its purchases from $79,219 to $248,985, a gain of 240 per cent., while South America took $100,066 worth as against $32,390 in October, 1910, an increase of more than 200 per cent. The United Kingdom, too, which for some months had remained stationary, as far as automobile exports from the United States are concerned, increased its purchases during October by fully 102 per cent. over those in the same month of last year, the figures being $237,109 and $115,158, respectively.

"During the ten months ending October 31, 1911, no less than 12,196 cars, valued at $12,608,127, and parts valued at $2,736,550, were sent abroad, as compared with 7,011 cars, valued at $9,521,851, and parts to the value of $1,669,787, during the same period of 1910. Canada still is by far the best customer, taking $4,880,911 worth of cars, with England ($2,407,373), British Oceania ($1,602,383), South America ($967,358), and Asia ($647,067) following in the order named.

INTERNATIONAL MOTOR STATISTICS

It has long been known outside of motor circles, as well as in, that the United States leads other countries in the number of motor-cars in use. Statistics for ten European countries have recently been made public in Paris. They show that while England leads in Europe, she is far behind this country, the total for the United Kingdom being 75,600 cars, which is only about one-third the estimated production of new cars in this country during 1912. Next after England comes France with 64,200 cars, Germany with 53,000, Belgium with 11,600, Italy 6,300, Austria 5,900, Switzerland 3,670. *The Autocar* prints an article showing that the total for the United Kingdom is apportioned as follows: to England 66,000, Scotland 6,000, Ireland 3,500. Motor-cycles make a large total for the United Kingdom, being for England 44,000, Scotland 3,300, Ireland 1,200. *Motor Age* says of the increase in motoring in France:

"That motoring is increasing in France is shown by the fact that the 1911 returns record an increase of 10,540 cars on the year 1910, this of course referring only to pleasure or privately owned cars. This method of numbering cars went into force in 1898, and when the first accurate returns were made in 1899 it was found that there were 1,672 cars in use; since then the increase has been steady from year to year, the progress during the last twelve months being at about the same ratio as for the past two years. Average horse-power also has increased, for in 1901 it was only 4, in 1909 it had risen to 12, and in 1911 the average horse-power of the French touring-car was 13. It must be understood that the horse-power from a taxation standpoint and from the engineer's viewpoint are quite different matters; that a four-cyclinder of 3 1-10 by 7 inches bore and stroke is considered as developing 12 horse-power by the fiscal authorities, while the maker will guarantee it to give over 40 horse-power.

"While motor-cars have steadily increased in number in the city of Paris, the number of horses in use has just as steadily decreased. Official statistics show that in ten years Paris has lost 15,798 horses, the number in 1899 being 91,261, and at the end of 1910, 75,463. The greatest decrease has been noted in the wealthy residential districts, showing that the motor-car has ousted the horse as a pleasure conveyance. Paris possesses a total of 450,000 vehicles of all kinds propelled by human, animal, or mechanical power. It is a proportion of one vehicle for forty-one inhabitants, and is probably the highest ratio of vehicles to inhabitants to be found in any city in the world."

GOOD NATIONAL ROADS

Secretary Wilson of the Department of Agriculture devotes special attention to good roads in his annual report to President Taft. He declares that the country is in the midst of a national readjustment

(*Continued on page* 84)

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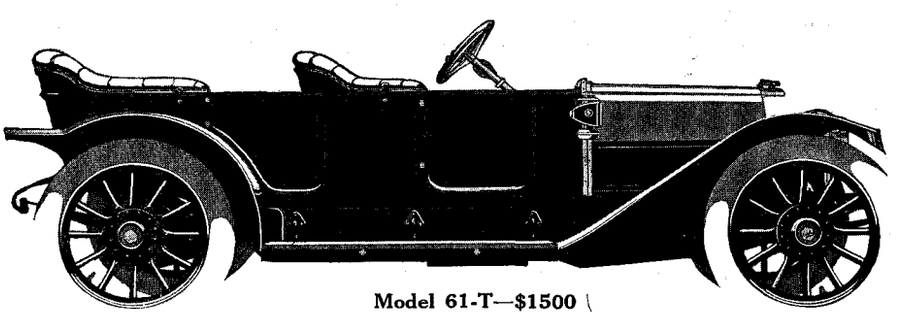
Overland

THIS magnificent car is the product of the greatest automobile factory in the world. It is our Model 61---a 45-horse-power five-passenger touring car, priced at $1500. Judged by the standard values of other makers this is a $2000 car.

¶ The handsome body is finished in deep Brewster green, ivory striped. All of the bright parts are heavily nickel-plated. The lamps are dead black trimmed with bright nickel. It has a powerful 45-horsepower motor. The long wheel base of one hundred and fifteen inches gives you all the room and comfort you can possibly want. The shifting levers are in the center of the car. All door handles are located inside, leaving the graceful body lines unbroken. The tires are big. Axles are fitted with the finest Timken bearings. The magneto is a Bosch.

¶ Our booklet will explain why we can produce a better car for less money than any other maker in the industry. It will interest you. Write and ask for copy C21.

The Willys-Overland Company, Toledo, Ohio



Model 61-T—$1500

Wheel base, 115 inches; body, 5-passenger, touring; motor, 4⅜ x 4½; horsepower, 45; Bosch magneto; tires, 34 x 4 inch Q. D.; finish, Brewster green, ivory stripe, all bright parts nickel-plated. Price, $1500.

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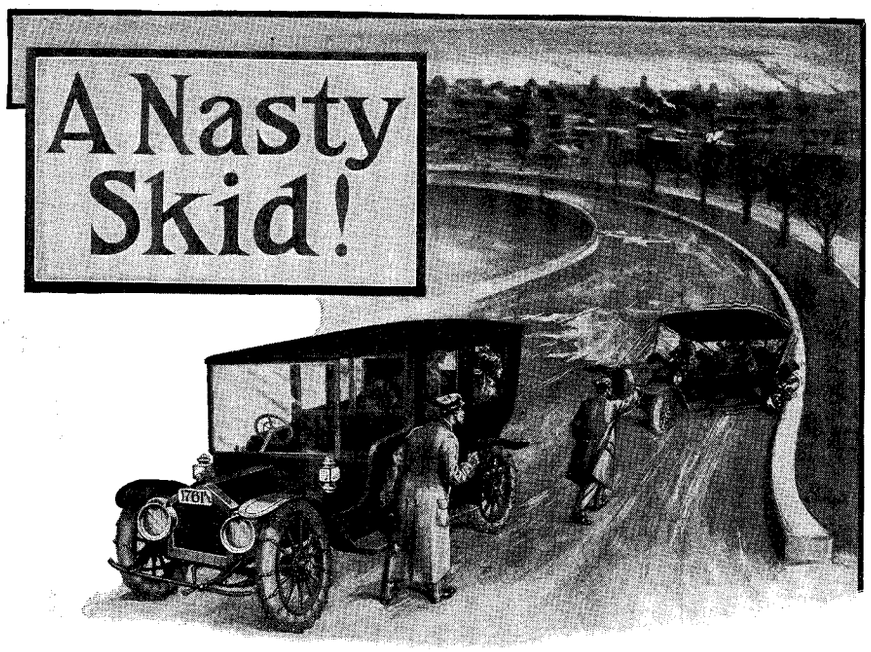


"Foolish dependence on rubber alone may make you liable for criminal negligence."

Consider the safety of the occupants of your car—consider the safety of other road users. Even if you don't value your own life, what right have you to imperil the lives of others?

Weed Chains absolutely prevent skidding—then why don't you put them on?

Weed Chains

are attached in a jiffy without the use of a jack or other tools—are **free to creep**—continually shift their position on the tire. **Cannot injure tires** because they **do creep.**

Manufacturers will not guarantee their tires, when tire chains are used, unless the chains are "free to creep."

Insurance Companies strongly advise their use on every car they insure.

At All Reputable Dealers

ALSO USED ON THE FRONT WHEELS
Weed Chains give comfortable, easy steering—no cramped fingers, no cramped arms, no sore muscles.

Out of car tracks, ruts, snowdrifts and heavy going, just like steering on smooth roads. Try them and be convinced.

WEED CHAIN TIRE GRIP CO., 28 Moore St., New York City

THE NAME WEED ON EVERY HOOK

BONDS Accepted by the U.S. Government as security for **Postal Savings Bank Deposits**

are the only class we offer. Instead of the 2% the Postal Banks pay these Bonds will yield from 4½% to 4¾%

Write for FREE Circular.

New First Nat'l Bank, Dept. C-1 Columbus, O.

OFFICE DOCUMENT ENVELOPES

FREE, a bandless filing envelope. No strings, bands, nor tapes. Adjustable and Expansive. Last forever—economical. Write today on your business stationery
THE SMEAD MFG. CO., Dept. N, Hastings, Minn.

CONGRESS CARDS

For Social Play - Art Backs - Exquisite Colors - High Quality. New Designs - Club Indexes - Ideal for Bridge. Gold Edges - Air-Cushion or Ivory Finish - 50¢ a Pack

In Use Throughout the World for General Play. The Most Durable 25 Cent Card Made. Club Indexes - Air-Cushion or Ivory Finish.

BICYCLE CARDS

OFFICIAL RULES OF CARD GAMES
HOYLE UP TO DATE
ISSUED YEARLY
SENT FOR 15¢ IN STAMPS
THE U.S. PLAYING CARD CO.
CINCINNATI, U.S.A.

(*Continued from page 82*)

in these matters. Changes already brought about in traffic conditions have made it obligatory upon the country to depart radically from methods that have been long in use for road-construction and maintenance. These new conditions have made quite obsolete methods which formerly were considered satisfactory and were long followed. Most notable of all the changes is the elimination of the old custom of making improvements by local authorities. That system is being superseded by a central administration with the necessary responsibility that goes with it. What is most needed now is the promotion of careful scientific knowledge among those who build roads. Many are the problems which have arisen in connection not only with construction and maintenance, but in the administration of highways. Among other things the Secretary says in his report:

"The questions which confront road-builders vary greatly with local conditions. Instruction in the art of road-building to be of real practical value must be adapted to the peculiar conditions of each locality. Such instruction is given by the office of public roads through the medium of object-lesson roads, built at local expense. During the past year roads were built in fifty-two places, involving an expenditure of approximately $120,000. When it is considered that each of these fifty-two object-lesson roads constitutes a practical school of applied road-building, it must be evident that this feature of the department's work is a powerful factor in the great nation-wide movement for the betterment of our public roads.

"In the routine testing and examination of road materials great progress has been made along established lines. Investigation of the problems of dust-prevention and road-preservation has occupied much attention during the year.

"An investigation completed during the year shows that the total road mileage of the United States, exclusive of Alaska and insular possessions, is 2,210,857 miles, of which only 187,910 miles, or 8.49 per cent. of all our roads, are improved. The increase in the mileage of our improved roads during the 5-year period 1904-09, has been 34,379 miles."

Shades of Schiller.—A curious meeting between Goethe and a woman admirer is retold in *The Open Court*, as reported by Dr. G. Parthey in the woman's own words. The incident is related as follows:

"I had made up my mind to visit the great Goethe just once, and so one day when I rode through Weimar I went to his garden and gave the gardener one dollar, so that he would hide me in an arbor and give me the wink when Goethe came along. Now, when he came down the path and the gardener beckoned to me, I stept out and said, 'Worshipful sir!' Then he stood still, put his hands behind his back, looked at me, and said, 'Do you know me?' I answered, 'Great man, who is there that does not know you?' and began to recite,

'Firmly bound, the mold of clay
In its dungeon walls doth stand.'

At that he made a bow, turned around, and went on. So I had my way, and had seen the great Goethe."

The great Goethe must have wondered why some of Schiller's lines were quoted to him upon such an occasion, instead of some of his own.—*New York Evening Post.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Commer Truck

Now Built in America

4½ TON **5½ TON** **6½ TON**

THE Commer Truck is now built in America and known as the W C P Commer Truck. The increasing demand for Commer Trucks coming from the six continents, coupled with the inability of the English Works to manufacture rapidly enough, has forced this move.

The W C P Commer Truck is made under the same exacting conditions as the British-made Commer Truck. The materials in the Commer Truck as built on both sides of the Atlantic, come from identically the same sources.

The manufacture of the first lot of W C P Commer Trucks has been under the personal supervision of the Assistant Works Manager of the English company, supported by a corps of assistants and inspectors, and every piece made and put into these W C P Commer Trucks bears the stamp of the Chief Inspector, verifying the work of the individual inspector.

With the high standard of Commer quality fully maintained and backed by the seven-year guarantee shown herewith, the W C P Commer Truck offers the soundest investment in the entire field of heavy-duty gasoline motor trucks.

While many Commer Trucks are seven years old, not one Commer Truck has ever worn out.

WYCKOFF, CHURCH & PARTRIDGE, INC

BROADWAY AT 56TH STREET **NEW YORK CITY**

Plants at Kingston, N. Y., and Luton, England

OR THESE REPRESENTATIVES:

Chas. B. Shanks, Western Manager, 703 Monadnock Bldg., San Francisco, Cal.
Pioneer Automobile Co., Golden Gate Avenue, San Francisco, Cal.
Pittsburg Auto Co., 5909 Baum St., Pittsburg
Benoist & Aull, Benoist Bldg., St. Louis
J. A. Koehl, New Orleans, La.
Thos. P. Goodbody, 626 N. Y. Life Bldg., Chicago, Ill.
Dodge Motor Vehicle Co., Cambridge, Mass.
Skinner Bros., Hartford, Conn.
Fred E. Gilbert Co., Jacksonville, Fla.
H. E. Olund, Crown King, Arizona
Geo. R. Snodeal Auto Co., Baltimore, Md.
Motor Sales Co., Washington, D. C.
Geo. H. Snyder, 465 Fulton St., Troy, N. Y.
Hoagland-Thayer, Inc., 383 Halsey Street, Newark, N. J.
J. Wade Cox, Houston, Texas

A G E N T S

We invite automobile men or engineers who wish to represent the Commer Truck in unoccupied territory to write us.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Madam—

Pneumatic and Solid Tires Are Utterly Unfit for Electric Cars

Pneumatic tires, because of punctures and blowouts, cause women who drive pleasure electrics more annoyances and expense than all other items put together.

But experienced users of electrics will no longer use tires that puncture nor tires that cause excessive vibration. They choose Motz Cushion Tires. And almost a score of electric car makers, knowing their customers' wants, are now equipping their cars with Motz Cushion Tires. They make 95% of all electric-driven pleasure cars.

The wonderful feature of the Motz Cushion Tire is its amazing resiliency. It is every whit as easy riding as the properly inflated pneumatic. Has none of the bad features of hard-rubber truck tires, which jolt the car's occupants and quickly ruin its mechanical parts.

You save many a dollar, too! For repair bills are ended. And you've tires that outwear 5 sets of pneumatics. Motz Cushion Tires are guaranteed for 10,000 miles—two years. Pneumatics average less than 3,000 miles.

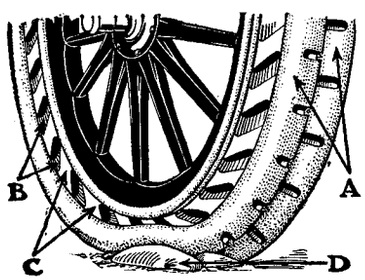
Motz Cushion Tires fit any standard clincher, universal quick-detachable or demountable rim.

Every woman, before buying a new electric, or new tires for her present electric, should know all about Motz Cushion Tires.

Ask your husband to write us or else drop us a card, asking for our Booklet 98. It tells about Motz Cushion Tires and reproduces letters from users. Please mention make and model of your car.

The Motz Tire and Rubber Co.
Factories and Executive Offices, AKRON, O.
BRANCHES
1737 Broadway, New York; 2023 Michigan Avenue, Chicago; 999 Woodward Avenue, Detroit; 409 East 15th Street, Kansas City
We also Manufacture Demountable Solid and Cushion Tires for Commercial Cars.

MOTZ Cushion Tires



are made easy riding by means of *double, notched treads, undercut sides, slantwise bridges* and *secret processed rubber.*

A—in the picture shows double notched treads.

B—shows undercut sides.

C—shows slantwise bridges.

D—shows how perfectly the tire absorbs shocks when car passes over an obstacle (from actual photograph).

(171)

Make $25 to $50 Weekly

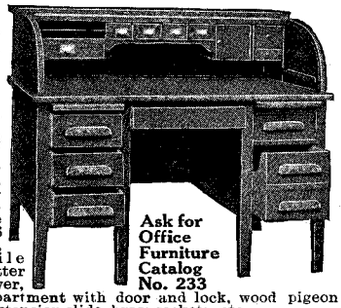
selling the Automatic Combination Tool in your home county. A Fence Builder's Tool, Post Puller, Lifting Jack, Vice, Wrench, etc. Used by Farmers, Teamsters, in Factories, Mills, Mines, etc. Weight 24 lbs. Capacity 3 tons. No experience necessary. Free instruction. Write for special offer to live agents. Send no money. Name county where you live.
AUTOMATIC JACK COMPANY
Box 220 Bloomfield, Ind.

6% NET

For 36 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of $200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 717
$25 Certificates of Deposit also for saving investors.
PERKINS & CO. Lawrence, Kans

This Desk $21

At Factory



50 in. long, 33 in. wide, 43½ in. high. Selected Oak, wax finish—(Golden, unless otherwise ordered); has 6 large drawers, vertical file drawer, letter file, card drawer, private compartment with door and lock, wood pigeon hole boxes, extension slide, brass sockets, etc.

Ask for Office Furniture Catalog No. 233

E. H. STAFFORD MFG. CO. - McClurg Building - CHICAGO, ILL.

Sleep Out-Doors In Your Own Room

This FREE Book Tells You How

—you may receive the benefits of out-of-door sleeping at all seasons—the face only coming in contact with the crisp, out-door air—the body enjoying all the comforts of a warm room, by using a

Walsh Window Tent

Provided with awning and screen to protect sleeper from drafts, storms, cold or insects. Instantly adjusted to any window without nails or screws to mar woodwork. Every sleeping room should be equipped with one. If not at your dealers, write for free book—What Fresh Air Will Do.

Recommended By Eminent Physicians
Satisfaction Guaranteed
CABINET MFG. CO.
303 Main St., Quincy, Ill.

CURRENT POETRY

WILLIAM DEAN HOWELLS is writing in *The Atlantic Monthly* of the poetry of Madison Cawein: "He has the gift in a measure that I do not think surpassed in any poet, of touching some smallest or commonest thing in nature, and making it live from the manifold associations in which we have our being, and glow thereafter with an inextinguishable beauty."

The "felicities" of this Kentucky poet make a deep impression on Mr. Howells. We will quote further from this magazine essay which now appears as a preface to Mr. Cawein's volume of selected poems ("Poems," The Macmillan Company):

"His felicities do not seem sought; rather they seem to seek him, and to surprize him with the delight they impart through him. . . . No other poet, not even of the great Elizabethan range, can outword this poet when it comes to choosing some epithet fresh from the earth and air, and with the morning sun or light upon it, for an emotion or experience in which the race renews its youth from generation to generation.

"He is of Keats and Shelley and Wordsworth and Coleridge, in that truth to observance and experience of nature and the joyous expression of it, which are the dominant characteristics of his art.

". . . Mr. Cawein might, indeed, be called the poet of youth if he resented being called the poet of nature; but the poet of youth, be it understood, of vague regrets, of 'tears, idle tears,' of 'long, long thoughts,' for that is the real youth, and not the youth of the supposed hilarity, the attributed recklessness, the daring hopes."

To represent this poet, we have chosen a portion of a long poem, which Mr. Howells calls "worthy of Wordsworth, or of Tennyson in a Wordsworthian mood":

The Old Water-Mill

By Madison Cawein

Wild ridge on ridge the wooded hills arise,
Between whose breezy vistas gulfs of skies
Pilot great clouds like towering argosies,
And hawk and buzzard breast the azure breeze.
With many a foaming fall and glimmering reach
Of placid murmur, under elm and beech,
The creek goes twinkling through long gleams and glooms
Of woodland quiet, summered with perfumes;
The creek, in whose clear shallows minnow-schools
Glitter or dart; and by whose deeper pools
The blue kingfishers and the herons haunt;
That, often startled from the freckled flaunt
Of blackberry-lilies—where they feed or hide—
Trail a lank flight along the forestside
With eery clangor. Here a sycamore
Smooth, wave-uprooted, builds from shore to shore
A headlong bridge; and there, a storm-hurled oak
Lays a long dam, where sand and gravel choke
The water's lazy way. Here mistflower blurs
Its bit of heaven; there the ox-eye stirs
Its gloaming hues of pearl and gold; and here,
A gray, cool stain, like dawn's own atmosphere,
The dim wild carrot lifts its crumpled crest:
And over all, at slender flight or rest,
The dragon-flies, like coruscating rays
Of lapis-lazuli and chrysoprase,
Drowsily sparkle through the summer days:

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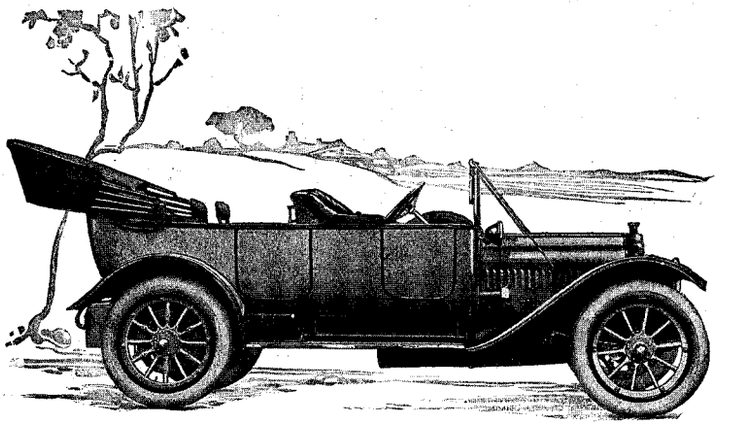
And, dewlap-deep, here from the noontide heat
The bell-hung cattle find a cool retreat:
And through the willows girdling the hill,
Now far, now near, borne as the soft winds will,
Comes the low rushing of the water-mill.
Ah, lovely to me from a little child,
How changed the place! wherein once, undefiled,
The glad communion of the sky and stream
Went with me like a presence and a dream.
Where once the brambled meads and orchard-lands,
Poured ripe abundance down with mellow hands
Of summer; and the birds of field and wood
Called to me in a tongue I understood:
And in the tangles of the old rail-fence
Even the insect tumult had some sense,
And every sound a happy eloquence:
And more to me than wisest books can teach
The wind and water said; whose words did reach
My soul, addressing their magnificent speech,—
Raucous and rushing—from the old mill-wheel,
That made the rolling mill-cogs snore and reel,
Like some old ogre in a faerytale
Nodding above his meat and mug of ale.
How memory takes me back the ways that lead—
As when a boy—through woodland and through mead!
To orchards fruited; or to fields in bloom;
Or briery fallows, like a mighty room,
Through which the winds swing censers of perfume,
And where deep blackberries spread miles of fruit;—
A wildwood feast, that stayed the plowboy's foot
When to the tasseling acres of the corn
He drove his team, fresh in the primrose morn;
And from the liberal banquet, nature lent,
Plucked dewy handfuls as he whistling went.

A boy once more, I stand with sunburnt feet
And watch the harvester sweep down the wheat;
Or laze with warm limbs in the unstacked straw
Near by the thresher, whose insatiate maw
Devours the sheaves, hot-drawling out its hum—
Like some great sleepy bee, above a bloom,
Made drunk with honey—while, grown big with grain,
The bulging sacks receive the golden rain.
Again I tread the valley, sweet with hay,
And hear the bobwhite calling far away,
Or wood-dove cooing in the elder-brake;
Or see the sassafras bushes madly shake
As swift, a rufous instant, in the glen
The red fox leaps and gallops to his den:
Or, standing in the violet-colored gloam,
Hear roadways sound with holiday riding home
From church or fair, or country barbecue,
Which half the country to some village drew.

How spilled with berries were its summer hills,
And strewn with walnuts all its autumn rills!—
And chestnuts too! burred from the spring's long flowers;
June's, when their tree-tops streamed delirious showers
Of blossoming silver, cool, crepuscular,
And like a nebulous radiance shone afar.—
And maples! how their sappy hearts would pour
Rude troughs of sirup, when the winter hoar
Steamed with the sugar-kettle, day and night,
And, red, the snow was streaked with firelight.
Then it was glorious! the mill-dam's edge
One slope of frosty crystal, laid a ledge
Of pearl across; above which, sleeted trees
Tossed arms of ice, that, clashing in the breeze,
Tinkled the ringing creek with icicles,
Thin as the peal of far-off elfin bells:
A sound that in my city dreams I hear,
That brings before me, under skies that clear,
The old mill in its winter garb of snow,
Its frozen wheel like a hoar beard below,
And its west windows, two deep eyes aglow.

The press of Mitchell Kennerlly—what would our poets do in these evil days without this fine-hearted patron?—prints the third of Charles Hanson Towne's books of poems. The title poem called "Youth" is an Arcadian rhapsody, where shadowy, sweet characters move through a drama of life and art in an attic. It is a sentimen-



Are You One Who's Wondered?

PERHAPS you are among the hundreds of automobile enthusiasts—owners, drivers or just "lookers on"—who have wondered what The White Company would do were it to produce a six-cylinder car. Probably you've come to have a splendid respect for any car The White Company might produce as you have watched their models year after year since the automobile industry began. Perhaps you are prejudiced, but it's such a splendid prejudice, reaching back over years of actual performance, during which the name of "White" stood as a bulwark for reliability and thorough building. If you had this curiosity, to-day we are ready to satisfy it—in a six-cylinder "White."

It's hardly necessary to tell you the details of this car. The highest engineering authorities in the gasoline-engine world have reached very definite conclusions, and any car designed to-day would imitate closely the mechanical features of this six-cylinder "White."

The Simplest "Six"—The White

OF course we take considerable pride in telling you that it's built on the same identical lines as our "30's" and "40's"—it has the same marvelous simplicity which tells more than any word description of ours—that practically total absence of the paraphernalia that litter most engines, especially the more powerful types. Regarding the details of finish, body lines and equipment, The White Company would not be outdone. This six-cylinder "60" White is all a car should be in these respects—possibly just a little more—because it has the advantage of being produced to-day instead of yesterday. Built as we like to build motor cars, there is only a limited number of these cars to be produced this season. They're going pretty rapidly, order after order having been filled without even a photograph, a blue-print or a car to show. This isn't a cry of "wolf" but just a plain statement to our friends—to those who want this highest expression of an automobile as interpreted by the great White factory. We would not disappoint you if we could help it—you can help it by getting your appointment for a demonstration early.

Appointments for demonstrations in all principal cities on or after January first.

The White Company

812 East 79th Street, Cleveland, Ohio

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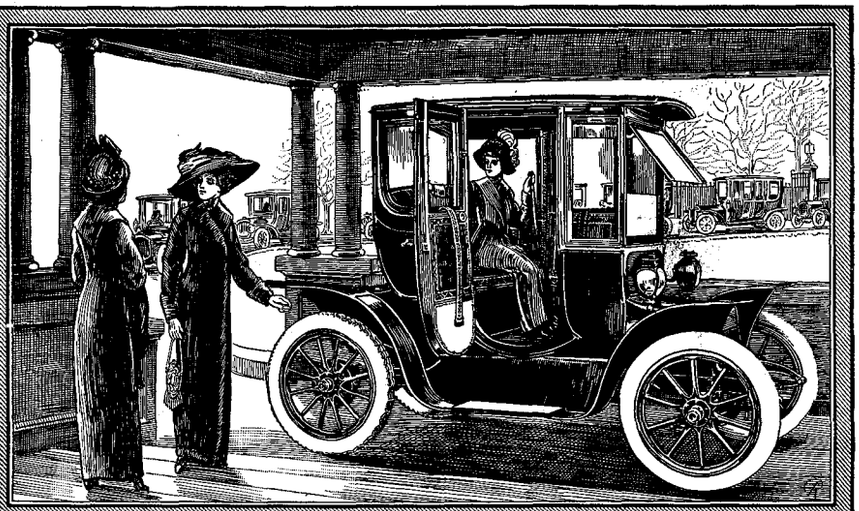

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"The Aristocrat of the Motor World"

A thing of beauty, grace and symmetry, our 1912 Model 1220 embodies a degree of luxury, comfort and refinement never before attained in any car.

The perfection of its mechanism proves itself in its wonderful efficiency, perfect simplicity, absolute safety and noiseless operation.

It is the final word in motor car supremacy.

Write for Catalog 67-E

THE COLUMBUS BUGGY COMPANY

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All the words were there—but they didn't make a *story*. You have been reading some speedometer tales of late—picturesque, ingenious, interesting—*but have you found the plot?*

Advertising a speedometer for *more* than it's *worth* may afford the car manufacturer a chance to *boast* of the most *expensive* equipment in use, but in the long run, it willbe far better to adopt the speedometer of *most extensive use*.

Only the *best* stands at the top.

The *Stewart Speedometer* is used by *four* automobile owners out of five. You can't *afford* to endorse a speedometer which simply adds an *extra cost* and brings no *extra efficiency* to you car. The *Stewart* will do *everything* that any speedometer can do, and a *lot* of things that other speedometers *can't* do.

Half its features are *exclusive*.
It *can't* be imitated, much less duplicated.
Made in the *largest* and *best equipped* speedometer plant in the world.
***Guaranteed* because the guarantee isn't necessary.**
You can *only* pay a *higher* price.
If we didn't make so *many* it would *cost* as much as *any*.

Stewart Speedometers are attractive—beautifully made—open dials—large figures—easily read—absolutely accurate; 100,000-mile season odometer; 100-mile trip register, can be set back to any tenth of a mile. Strongest flexible shaft, drop forged swivel joints (an exclusive feature), quiet road wheel gears.

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Detroit San Francisco New York Los Angeles Chicago London
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Speedometers . $15 to $30
Clock Combinations $45 to $70

tal piece, with here and there a feminine poignancy—but rather flat for the lack of masculine bitters.

Mr. Towne is best at his songs. We have seen all the lyrics in this book before, and have reprinted the best of them. All save one called "Shelley's Skylark." This is a dainty poem sent out to swing as a bright satellite around Shelley's song. These lines have been washed free from the grossness that usually clings to language, and shine like silver:

Shelley's Skylark

BY CHARLES HANSON TOWNE

Immortal bird,
Whose song God's purest poet long since heard,
And caught within the golden chains of rime,
Our captive for all time!

O tender tones,
That none who, hearing, ever can forget,
Even when the city's thunder crashes and groans,
And the wood's whisper moans—
How wonderful that thou art with us yet!

High on the Hills of Song thy song is set,
Within the very blue where first thy voice
Made his young heart rejoice;
And from empyrean heights forever shall fall
Thy silver madrigal,
Drenching the world with thine enraptured stream,
Thy heavenly dream,
Cleansing us as in fires angelical,
Sweeping us to the mountain-peaks of morn
Where beauty and love were born.

He loved thee; and we love thee for his sake:
And sometimes when the heart is like to break
With ancient sorrows that wake
In the still darkness of some desolate night,
We hear thee, too, as he once heard thee sing
On a white morn of spring;
And all our soul is flooded with the light
Thy melody, and thine alone, can bring.

We hear thee—yes; but only through his song!
Our ears were empty of thy fluted trills
Until he snatched thee from thy splendid hills,
And gave the wonder of thy joy to us,
O bird miraculous!

We hear thee now—through him;
And we rejoice that as thy date grows dim,
He, and not we, first heard that lovely sound
Which all his spirit drowned
In a wild ecstasy beyond our ken.
And if thy voice now fills heaven's leafiest glen,
Singing again,
Flinging its silver cataract of bliss
Down many a sheer abyss,
Be glad, O bird, that when thou camest here,
Thy song fell on his ear,
And he was thy divine interpreter!

Here is a downright Yankee homesickness that puts to shame the dreamy nostalgia of the Irish school. It is printed in the January *Scribner's:*

The Exile

BY JOHN WARREN HARPER

I am down in Arizona,
On its cactus-cover'd plains,
The white plague on my hollow cheeks,
Its fever in my veins.
I am down upon the desert,
'Tis a God-forsaken land,
Where you fight with odds against you,
When you've taken your last stand.
Where you live out in the open,
'Mong the sage-brush and mesquite,
With a rattler for a neighbor,
Not the friendliest to meet,
Where you fling yourself upon a bunk
To rest your weary head,
And you shake the blooming scorpions
From the covers of your bed.

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They say this country, way down here,
Is full of precious gold,
Its mountains filled with silver,
And with countless wealth untold.
But I know another country,
And my heart with longing fills,
Where the gold is in the sunset
Upon its purple hills.
Where the silver's in a brooklet,
And it's set with emerald, too,
As it flashes in the sunlight
Of the meadow, stealing through.
A country—God's own country,
And my own to sacrifice,
Some call it fair New England,
But I call it—Paradise.

'Tis Thanksgiving in New England,
'Tis the dear old homeland feast,
And like a Moslem way down here,
My prayers are toward the East.
The neighbors that I knew so well,
I seem to see them still,
Are winding in procession
To the white church on the hill.
There's the greeting at the doorway,
There's the dear old family pew,
And the dearest faces in it
That a lonely man e'er knew,
And a sweet face in the choir,
And a hand I long to press,
Oh God! to hold her close again,
As when she whispered—"Yes."

Oh, I look out o'er the sage-brush,
As I stretch my yearning hands
O'er the long, unbroken reaches,
Of the desert's burning sands,
To a land where brooks are honest
When your lips are parched and dry.
Not the cañon's clear, deceptive streams
Of tasteless alkali.
New England has no mountains
Full of wealth and mines and drills,
But I'd give this whole damn'd country
For one sight of its green hills.

I am down in Arizona,
And I'm told I've got to stay
Till the Angel Gabriel blows his trump
Out on the Judgment Day.
I've been here three years already,
And the white plague's held in check,
And my broncho and the pale horse
Are going neck by neck.
But, oh God! for Old New England,
As the lonely years go by;
Let the pale horse beat my broncho,
Take me home and—let me die.

In the following song the poet calls up a vision of the Venice of another age:

The Song of Dead Cities

By Herbert Müller Hopkins.

"I played a gay Italian air,
And Venice swam into my soul
With laughter of the young and fair,
And swinging barcarolle.

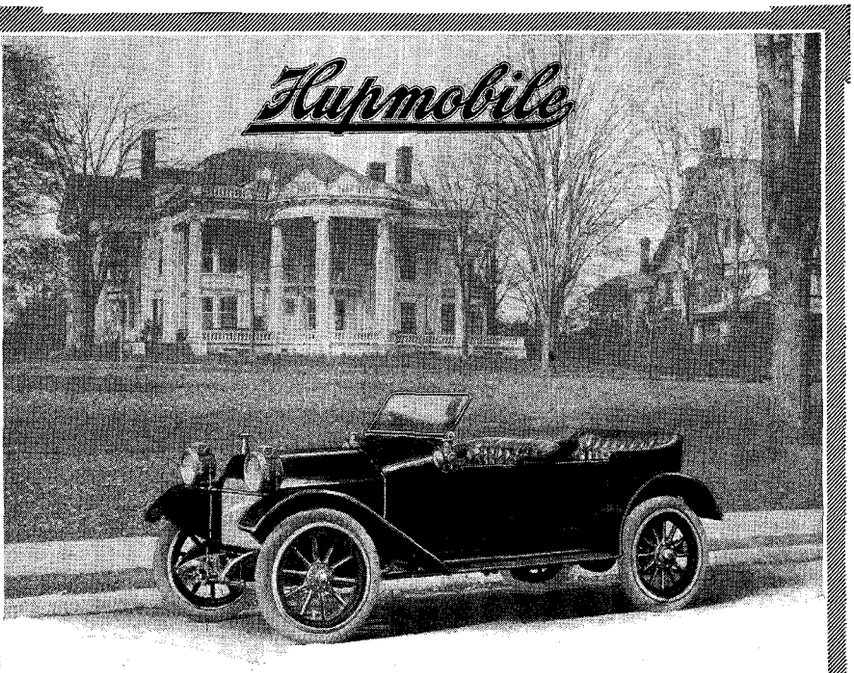
'But presently my song grew mute,
For beat on beat I heard arise,
The silvery note of harp and flute
Beneath Italian skies.

"But all the streets that round me spread,
With cosmic voices like the sea,
Gave back the dirges of the dead
That are and are to be."

A Waiter.—Diner—"Is it customary to tip the waiter in this restaurant?"

Waiter—"Why—ah—yes, sir."

Diner—"Then hand me a tip. I've waited three-quarters of an hour for that steak I ordered."—*Sacred Heart Review.*



Hupmobile Long Stroke "32" Five-Passenger Touring Car—$900.

F. O. B. Detroit, including equipment of windshield, gas lamps and generator, oil lamps, tools and horn. Three speeds forward and reverse; sliding gears, Four cylinder motor, 3¼ inch bore and 5½ inch stroke. Bosch Magneto. 106 inch wheelbase. 30 x 3½ inch tires. Color—standard Hupmobile blue.

Dominates its class as the Runabout did before it

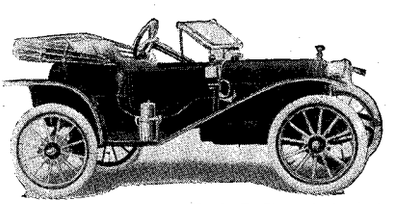
The Hupmobile Runabout brought new beauties and dignities to the runabout type.

And history is repeating itself in that splendid companion to the runabout—the new Hupmobile Long Stroke "32," the Five-Passenger Touring Car at $900.

The same man—E. A. Nelson, Chief Engineer of the Hupp Motor Car Company from its inception—designed both cars.

The same splendidly seasoned factory organization is responsible for this new and impressive success.

The Hupmobile Long Stroke "32" confers new honors upon the moderate priced touring car class.



Hupmobile Runabout—$750 F. O. B. Detroit, including top, windshield, gas lamps and generator, three oil lamps, tools and horn. Four cylinder, 20 H. P., sliding gears, Bosch Magneto.

Hupmobile Coupe—chassis same as runabout—$1100 f. o. b. Detroit.

Hupmobile Roadster—chassis same as World Tour ng Car—$850 f. o. b. Detroit.

It pays no attention to previous notions of a $900 car; but boldly incorporates qualities unprecedented at that price.

Write for the 4½ x 8½ photogravure and description—or see the car at the show—and you will find this impression not only confirmed but strengthened.

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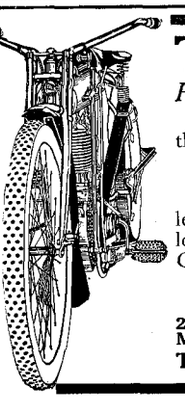

THE YALE FOR 1912

Has ALL the Features that Show Real Advancement over 1911

Keep the 1912 YALE points in mind; they mark the great progress that has been made in comparison with 1911 motorcycles.

You Must Demand a Yale to Get Them All

2¾-in. Studded Tires; Eclipse Free Engine Clutch, with positive lever control; new full high Forks and Triple Anchored Handlebars; longest stroke motor yet made; dual oiling systems; perfected Double Grip Control and Wide Mud Guards.

Yale Motorcycles Hold the World's Records for Endurance

Write today for full information about these real 1912 motorcycles; Model 24, 4 H.P.; Model 24M, 4 H.P., with Bosch Magneto; Model 25, 5 H.P. Twin; Model 27, 7 H.P. Twin.

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The Water that gives you a clear head

It is because of its rare, unusual properties as a solvent that Londonderry so wonderfully cleanses the system. A light, sparkling water, with only those elements that the body needs.

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Mineral Water

is the first aid to good health.

Unequalled as a palatable table water and as a "mixer," Londonderry is, besides, the water that keeps you in best physical and mental tone.

Sparkling (effervescent) in three table sizes. Plain (still) in half-gallon bottles.

If you are so situated that you have trouble in obtaining it, write us and we will see that you are at once supplied.

LONDONDERRY LITHIA SPRING WATER CO.
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Oh! You Pipe Lovers

If you want a cool smoke—a sweet smoke—
a delightful smoke with no injurious after effects, send for a

Calabash Absorbo Pipe

the best bet yet—looks like a calabash—colors beautifully—absorbs nicotine. Price 40c post paid (3 for $1.00).

FREE with each order a sample tin of Smoke-Shop Mixture—the tobacco that won't bite.

Smoke-Shop Specialties Co., 35 MAIN ST. HOLYOKE, MASS.

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Can be learned quickly, easily and pleasantly, at spare moments, in your own home. You hear the living voice of a native professor pronounce each word and phrase. In a surprisingly short time you can speak a new language by the

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PERSONAL GLIMPSES

AN ALTRUIST'S HARVEST

MRS. EDWARD H. HARRIMAN said recently that if she had given money to all those who applied for it in the past year she would be minus to-day at least $120,000,000, or a sum almost equivalent to her entire fortune. This she naturally declined to do. But the New York *Evening Post* on December 2 printed a letter from a man signing himself "Altruist," who declared that in the past forty-two years he had given to charity over a quarter of a million dollars, or every cent he had. *The Post* carefully looked into the matter and found that all of the writer's assertions were true, whereupon he wrote a second letter to the same paper asking for financial assistance "in order only that he might have funds to give away more." The immediate results of this request, we are told, were amazing. Money began to pour in by bucketfuls and has been coming in ever since. Says *The Post:*

Among the offers of assistance that came to the writer of these two letters was one from a merchant of this city, a Hebrew. When "Altruist" went to call on this man, at the merchant's own request, he was given $250 without question or condition.

"I don't know who you are," said the merchant. "But here's $250, and I want you to determine what kind of work you think you could do best. Then come and see me again, and I will try to get you the work to do."

A minister in a little suburban town wrote to say that, altho he really could not spare a cent of his salary, still he would be glad to send a small sum monthly to "Altruist." A number of people in different parts of the country promptly mailed checks for amounts varying between $3 and $100, with the request that *The Evening Post* would see that they were turned over to the man who had written the letter that shocked them into a realization of some of the unfairnesses of modern life that they had never appreciated before.

Several persons were agitated by the possible religious condition of a man in such a position, and they wrote to "Altruist," offering him advice as to the proper attitude he should observe. A Christian Scientist recommended that he turn to her church, because, she said, it was the one church to-day that could teach men to follow out the teachings of Christ in a practical way, compatible with twentieth-century conditions. The owner of a ranch in Colorado offered "Altruist" the assistant managership, with a living salary and a house to live in. As an alternative, this man suggested that he would willingly lease "Altruist" 160 acres of land for a part of the proceeds, as well as to loan him the necessary capital to start with.

Another man, a Frenchman, and apparently an atheist, wrote, offering to send a check for $25 after the first of the year, when he would be able to afford such an expenditure, and at the same time counseled "Altruist" to believe that he could not look to ministers and priests for help, but to the masses of the people, who were situated like himself. Also, this man pro-

"Now, will I make them as beautiful as they are practical," said O. H. L. Wernicke—the father of Sectional Bookcases—when he became president of The Macey Co.

Macey Book Cabinets

DO NOT LOOK SECTIONAL-
BUT THEY ARE

They have the style of Old Master furniture. You can see it yourself; it stands out so you can't help seeing it.

You may have them in Colonial, Chippendale, Sheraton, Artcraft or Mission design, any size; any finish; and they actually cost less than *ordinary* bookcases.

You would like them in your home!

Macey Book Cabinets are on sale with merchants in every locality and are warranted to give complete satisfaction.

A 72-page style book and price list, which is full of helpful information, may be had for the asking, by addressing the designers and makers, *The Macey Co., No. 962 So. Division St., Grand Rapids, Mich.*—"*The Home of Good Furniture.*"

Crooked Politics

are responsible for **your heavy burden of taxation.** Would you see strict business methods prevail in the administration of your city? Read

Government By Commission

by John J. Hamilton. The most interesting and complete explanation of the new plan of conducting a city on a purely economic and definitely honest basis. Over 70 American cities are now being governed by this efficient new plan.

New, Popular, 50c Edition, Just Issued

Mayor James R. Hanna, of Des Moines, Ia., writes: "Certain chapters alone would give one the best conception he could possibly get of the Commission Plan of City Government. The book should be in the hands of everyone."

12mo, cloth. 285 pages, 50c net; by mail, 58c.

Funk & Wagnalls Company, Publishers, New York

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tested against references to foreigners in "Altruist's" first letter. Was not Diogenes a Greek? he asked. Was not Christ a Jew, and Galileo an Italian?

One correspondent thought that if "Altruist" would turn his seven years' experience to account in writing fiction he could probably make himself a comfortable living. A real-estate company proffered him a job, and a woman said she knew of a man who had more land than he knew what to do with, and that she was sure he would gladly give some of it to a man in "Altruist's" position. Several more said that if the writer's needs persisted they would be glad to raise whatever they could afford, and one woman stated that her Bible class had agreed to get up a subscription, altho none of them, she remarked, could afford more than a dollar or two.

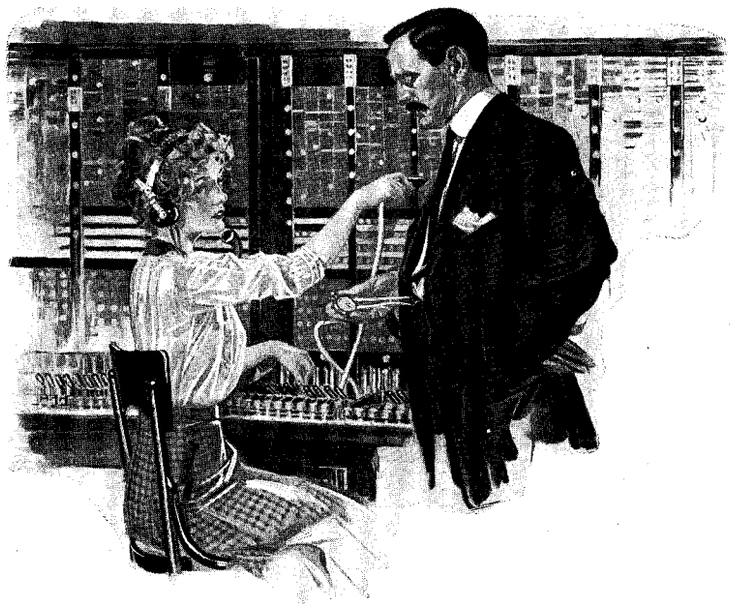
It would be impossible to give the entire list of persons who wrote offering miscellaneous kinds of employment and assistance according to their means. They varied from the proprietor of a sanitarium and a leading citizen of a Middle Western city, who wanted a man to organize a Bureau of Charities, to workers and old people who tendered the dollar or two they could squeeze from their own immediate needs.

POISONOUS CATERPILLARS

THAT the instinctive repulsion which many persons feel to contact with caterpillars may rest upon as sound a basis as the similar repugnance to snakes is indicated by the result of some recent investigations, which prove conclusively that certain hairy caterpillars are distinctly poisonous and capable of producing an eruption of the skin from contact, and serious inflammation of eyes and breathing passages from wind-blown hairs.

Professor Karl Sajó contributes to *Prometheus* (Berlin) a study of the subject, his interest in it having been aroused by an unpleasant experience which befell his wife. Three years ago Mrs. Sajó was cutting flowers in her garden when a hairy caterpillar crawled up inside the loose sleeve of her black silk gown, arriving nearly at the arm-pit before being noticed. It was then cast off and killed, but not before producing an irritation culminating in an eruption like a nettle-rash, which did not subside for twenty-four hours, while the arm was not entirely well for three weeks.

The dress was laid away and forgotten until last summer, when Mrs. Sajó came across it and put it on, with the result that the eruption broke out again. As before the painful rash lasted twenty-four hours, but the arm recovered in about a week. Professor Sajó remarks picturesquely that the occurrence convinced him that the story of Nessus' shirt was no fable. While he did not see the caterpillar which caused the trouble, he is convinced that it was one of the kind known as "processional caterpillars," from their habit of marching in columns. There are in Europe three vari-



The Howard Watch

The Telephone Operators in New York City handle 180,000 calls every rush hour. They will connect you with any one of 500,000 subscribers in half a minute.

Ask the Exchange Manager how he can handle all these calls, and he will tell you tersely, "By saving the seconds."

"Schedule time" is the keynote of American industry. That means *HOWARD time.* There's always somebody higher up holding a HOWARD Watch on the job—demanding the HOWARD type of accuracy and punctuality.

The HOWARD is the one watch in the world wholly adapted to modern progress. It has the precise construction and the scientific adjustment.

A HOWARD Watch is always worth what you pay for it.

The price of each watch—from the 17-jewel (*double roller*) in a Crescent Extra or Jas. Boss Extra gold-filled case at $40, to the 23-jewel at $150, and the EDWARD HOWARD model at $350—is *fixed* at the factory and a printed ticket attached.

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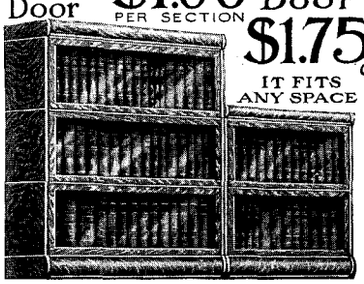

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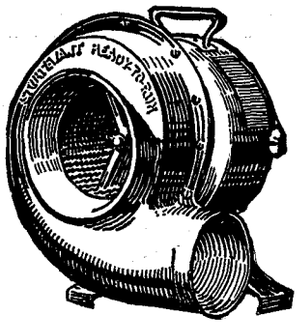

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eties of these *Thaumetopœa*, all belonging to the family of spinners, the *Bombycidæ*. One of these lives on oak-trees, the other two on evergreens.

It has been a moot question whether the irritation was merely mechanical, being due to the breaking off of the pointed hairs in the skin, or came from a definite poison. This point was settled by the celebrated French entomologist J. H. Fabre. After sundry experiments he succeeded in extracting their active chemical constituent from the hairs by means of ethyl ether, or ordinary alcoholic ether, as distinct from methyl ether and other ethers. The hairs thus treated were now non-irritant, while on the other hand the etherial solution obtained, when rubbed upon the skin, promptly produced the painful eruption. Hence there is a definite chemical action involved, tho the hairs assist by penetrating the skin, carrying the poison with them. Professor Sajó writes:

Heretofore this poison has been thought to be pure formic acid and therefore identical with that of nettles, but after seeing the rash I am convinced that mere urticaria or nettle-rash is inadequate to account for them. The latter does not last so long; the caterpillar poison nearly always smarts for twenty-four hours, banishes sleep, and the rash has little in common with that from nettles. The poison produces blisters which dry and then look like little scars. There must be some other element, even tho formic acid be the chief component. There may be some relationship to the cantharidin of Spanish flies, which also produces watery blisters.

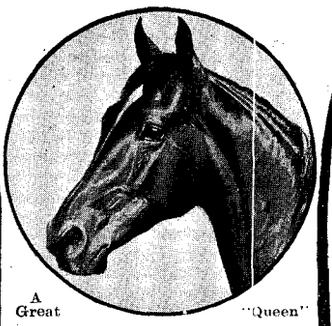
The name of these caterpillars is derived from their singular habit of travel. The procession is led by a single caterpillar. Immediately behind this creep two others, side by side, their heads touching the tail of the leader. These two are followed by three others, and these by four, and the latter by five or more if the stem of the tree be large enough. Each row has one more than the preceding, so that a wedge-shaped body is formed. In other cases the procession is formed by equal rows of three or four individuals. But the train is always led by a single one, followed by two and then by three. Sometimes it broadens backward to a certain row and then diminishes.

The first view of such a procession gives one an uncanny sensation of watching some monster, like a huge serpent with pointed head.

Sometimes two or three of these will meet and coalesce, so that the procession may be as much as eight or ten yards long. Such giant parades are formed especially by *Th. pityocampa*, which is found in Southern Europe and lives on pines. This is probably the most poisonous of the three varieties. . . . . .

Each individual observes a notable discipline, and follows his leader religiously, the head of the procession seeming to do the thinking for all. If a few be removed from the middle, the others promptly close up the gap.

Professor Sajó considers this not a matter



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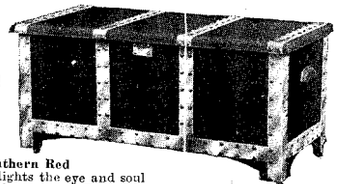

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of caprice, but a habit of immense value to all members of the community, since each thereby shares in the moral effect produced on enemies by the sight of the huge moving mass, seemingly a formidable monster. He supports this view by reference to similar action elsewhere in the insect world, as in the case of the "army-worm." The processional caterpillars live in nests on the stems of trees. At night they form their line of march and sally forth to find their food of leaves or pine-needles. If food is scarce they may travel by day and may be seen on the ground passing from one tree to another.

The poison affects cattle as well as people, and in woodland pastures where the caterpillars abound it is dangerous to place herds. Even the hay from such fields can not be used, since the shed hairs it contains may cause various troubles, especially of the breathing passages, as well as a serious inflammation of the eyes. Réaumur recommends bruised parsley as an application to parts irritated by caterpillar poison, and Fabre found that the fleshy leaves of the common garden herb, the portulaca, were soothing. In fact, the juice of this plant may be an antidote for this poison. The old pharmacopœia recommends this juice for inflamed eyes, which doubtless often arise from wind-blown caterpillar hairs.—*Translation made for* THE LITERARY DIGEST.

MAX SCHMITTBERGER'S FIRST FIGHT

MAX SCHMITTBERGER is to-day a chief inspector of New York police, and one of the bravest, most efficient men on the entire force.

During his nine years before he was made captain, Schmittberger sent more than a thousand criminals to State prison, and after that he continued the work. As captain his first work was the reorganization of the old steamboat squad, and shortly after that he won lasting fame by clearing the river fronts of the thieves and "dock rats" who had reigned in undisputed sway since time immemorial. As inspector his first assignment was to the "red light" district on the lower East Side, and from first to last it can be seen that his work was decidedly cut out for him. His hand-to-hand, rough-and-tumble fights can be counted by the score, and have scarcely diminished as the hairs in his head turned from a "rosy red" to a very dull gray. But the toughest of all, writes a brother officer in the New York *Herald*, occurred in the old Bowery American House, when Max was a young fellow scarcely out of his teens. He didn't know as much about fighting then as he does now, we are told—but how he did wield that chubby night-

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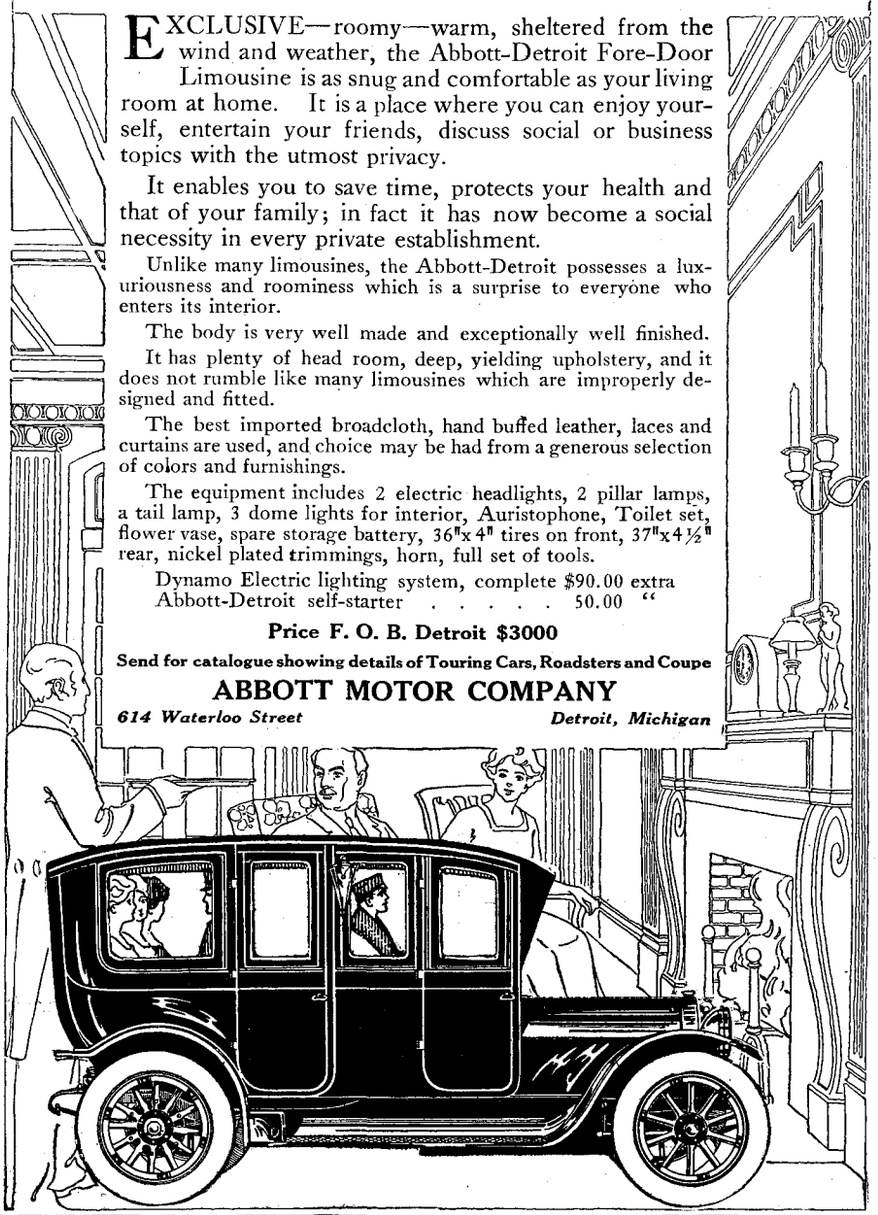

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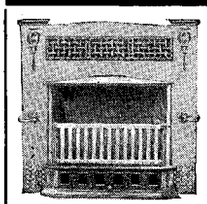

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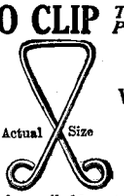

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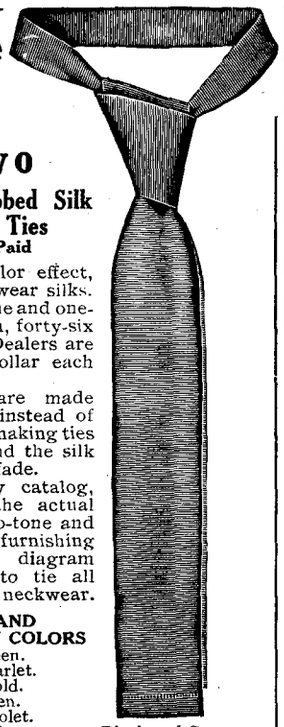

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References: Literary Digest and any National Bank in Troy or any of my thousands of customers. I employ no agents.

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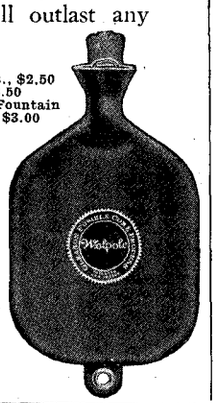

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stick of his, and how many an unhappy head it left to tell the sorry tale!

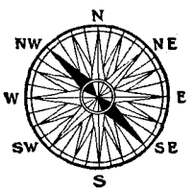
The practitioners of the American House bar were not all of them of the sort that makes for good citizenship, and one of the most undesirable of the lot was a green-eyed, slimy individual by the name of Kelly. A pal of Kelly's had stolen a "roll" from him, and Kelly, not to be outdone, had stuck a knife three or four times into his old friend's side. The result was a brawl and confusion, out of which emerged a plucky newsboy to carry the news to the corner cop. That "cop" happened to be Schmittberger, and Schmittberger was that night a "cop" very much on the job. But to begin with, we are told, there was the wounded man, and over him stood Kelly. Then:

As the policeman, nightstick in hand, approached the would-be murderer, the band gathered about him and some one slipt a revolver already cocked into his hand. Kelly had taken several drinks that evening with a view to producing the correct ethical attitude toward his recalcitrant partner, and had had one since their interview, so that he did not hesitate at a second prospective homicide. Schmittberger, however, rapped him on the knuckles early in the same second the pistol was handed to him, and he dropt it with a curse. The next second the young policeman had him by the collar, and then the crowd closed in upon them and both went to the floor.

With the beginning of the affray the criminal elements from Sixth Avenue swarmed into the barroom and gaily entered the uneven mêlée. Nearly every man in the throng had a pistol or a knife in his possession, but they could not use these weapons at such close quarters without endangering one another, and, as is generally the case in such circumstances, the kicks and blows aimed at Schmittberger were distributed about evenly between him and the man with whom he was struggling on the floor. The policeman's pistol was jerked from his hip pocket and his whistle taken from him while he clung to Kelly's collar with one hand and to his nightstick with the other, several of his assailants rapping at his knuckles with the butts of their revolvers and reaching the prisoner's clavicle vertebræ with each alternate blow.

Finding that he would be compelled to give up either his prisoner or his club, and realizing that without weapon his life would be forfeit in that bloodthirsty mob, Schmittberger let go of Kelly's collar, and, dragged to his feet by the men who were hanging to his nightstick in their efforts to get it away, he finally wrenched it from them.

Kelly finding himself free, and his escape into the street being impossible by reason of the throng that was pouring in at the portals, he darted into the cellar through the door behind the bar. The policeman whacked several heads that were between him and this door, and reached the bottom of the stairs almost as soon as his fleeing prisoner, the band close after both. The cellar was divided by a board partition into two parts, the rear lighted by a single gas jet that only partly dispelled the gloom.



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Here Kelly managed to conceal himself behind a row of barrels, whence he eventually escaped into the street, and meantime the mob closed in on Schmittberger again.

"We've got him now!" "Kill the hound!" "Don't let him get out of here alive!" cried the men nearest him.

The ruffians realized that it would be impossible to identify any particular man in that jam in the dark, and that an effective defense in the event of the murder of the policeman would be that whoever might be charged with the crime had followed him into the cellar to assist him against his enemies. Here in the cellar the throng was again too dense for the use of pistols and knives, and Schmittberger sent a dozen men to the floor with broken heads before he was himself felled with a bungstarter and rolled under a table. Rising to his feet on the other side of this table, he sprang to the top of it, where he had an advantage in one respect of being above the heads of the band that was counteracted by his thus affording a target for pistol practise.

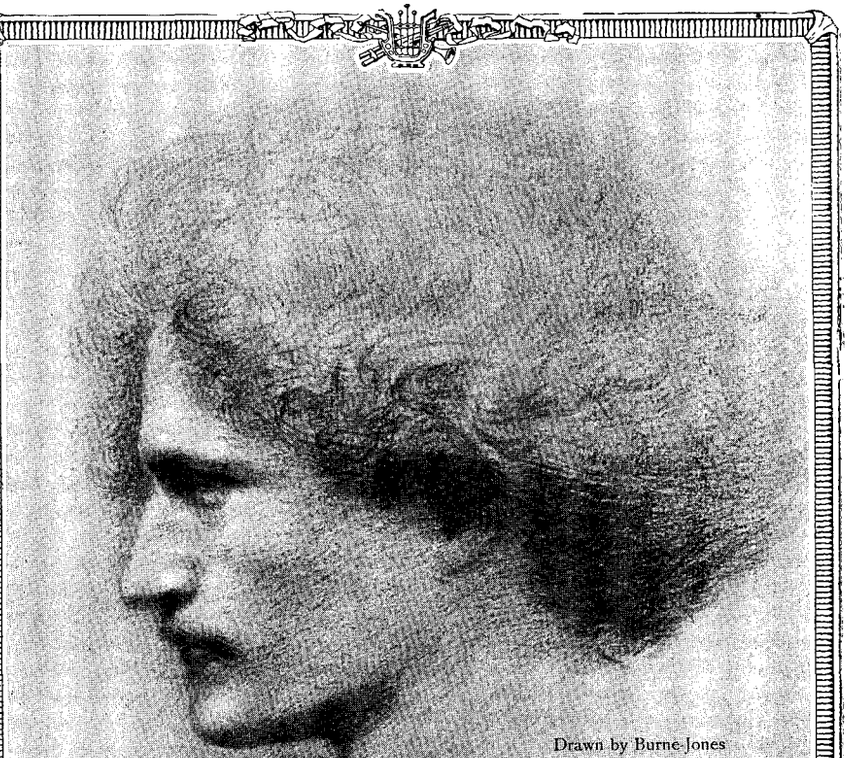
As he laid about him with his nightstick bullets began to fly past his head, but a special Providence seemed to protect him. Altho twenty or thirty revolvers were discharged in his direction, so that the cellar was filled with stifling and sulfurous smoke, no bullets reached him. This was not the case with the crockery and bottles that his assailants got their hands on and hurled at him, and the policeman's head and face were cut in many places. His most grievous injuries were inflicted by the man with the bungstarter, who, springing backward and forward in the half-darkness, and dodging the club, kept up a cruel battering of Schmittberger's legs.

How long the young cub policeman might have managed to hold off that bloodthirsty mob there is no way to tell, for while the fracas was at its very height, and Max's days on the official force seemed perilously near an end, the reserves from the West Twenty-ninth Street police station arrived. After that, we are advised:

A scene ensued that it is as well to say as little as possible about, even so many years after the occurrence. When the policemen descried the single man in uniform surrounded by that howling mob they simply went mad. No prisoners were taken, for it would have been impossible to prove anything against them, but the vicinity of the American House was soon teeming with men with cracked heads, who poured up out of the cellar and ran for cabs and up the side streets or dodged into doors of houses to beg for shelter. Not all of the mob got out of the cellar unassisted, however. A score of ruffians were left unconscious on the cement floor, to be cared for by their friends, and it was said at the time that some of those who were carried out of the hotel cellar that night went to the morgue as well as the hospital.

All Made Clear.—ASCUM—"Tell me which is proper. Would you say, 'It is possible for two to live on $10 a week' or 'on $10 weekly'?"

WISE—"Well, I'd say, 'It is possible for two to live on $10 a week weakly.'"—*Catholic Standard and Times.*



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SO many hard knocks have been lately handed the Gaekwar of Baroda, who is accused of crimes ranging from the sanction of his daughter's polygamous marriage to the snubbing of King George, that it is a pleasure to print this letter of Rowland Wormell, M.A., which appeared in the London *Daily Mail* of December 22:

"I wish to convey the impression made upon me by three months' continual intercourse with his Highness the Gaekwar of Baroda, during which time it was my privilege to deliver before him a course of lectures upon the history and character of Christian ethics and their relation to modern scientific thought. I ask this favor of you from a sense of justice to one who can not answer for himself or dispel an erroneous opinion—an erroneous opinion that might possibly be emphasized by certain most matters now *sub judice*.

I found his Highness a man of singular personal charm, unspoiled by wealth, simple to the point of austerity in his domestic tasks and habits, just and considerate to those about him, an attentive and intelligent pupil, a hard worker, and a ruler obsessed with an inexhaustible love for his own subjects.

If he has faults they are the outcome of his circumstances. For he is a maharajah head and shoulders above his kind. He is a hundred years in advance of his time—a fearless critic who asks no dependent to give more or sacrifice more than he, himself, is ready and willing to offer. He has had spirit enough to dream a dream of good for his people and for the people of Hindustan; he has had faith enough to put his dream into operation; and he has had courage enough to face the consequences.

He is unlike his brother princes in many of his conceptions and habits, but he is most unlike them in his inherent modesty and nervousness. He is most at home with his books behind the magic door of his library. Every day he reads a portion of such books as "The Meditations of Marcus Aurelius," Bacon's "Essays," and "The Imitation," besides an hour's solid study before his state business begins—study comprizing ethics, science, history, and philosophy. And, furthermore, he does so with a pencil in hand annotating, commenting, and marking as he goes.

I have had free access to those signs of the man's soul. Without hesitation I can assert that he is a great thinker, and that his reforms in the matter of child-marriages and compulsory education, and the clemency with which he seasons his justice in dealing with cases of capital punishment, are the logical outcome of his reading.

Naturally, I know nothing of his dealings with the Government of India, but I do know something of his private life, and his disposition and his mind.

In the matter of religion he is as tolerant as Akbar was, and has helped the American Mission at Baroda with the same personal interest and pecuniary support that he has bestowed on the other religious bodies working in his state. And this I have proved beyond any doubt, in a way that I can not here disclose, that he is one of the greatest admirers of British institutions and history, and devotedly loyal to the Imperial Throne.

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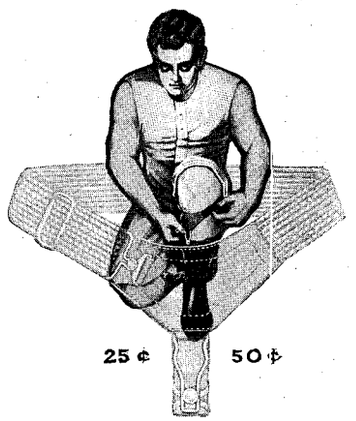

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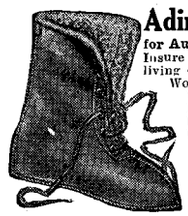

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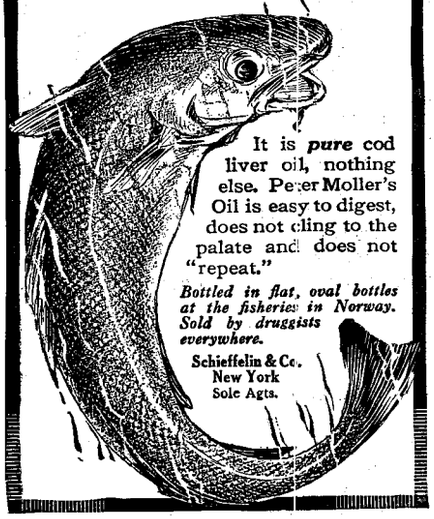

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The Easiest Way.—" Is there any sure way of crossing the social chasm? "

" Oh, yes; by bridge." — *Baltimore American.*

At the Football Game.—MICHEL—" Come away, wife, or else they will want us afterward as witnesses."—*Fliegende Blaetter.*

Not His Fault.—LIVERYMAN (to rider)—" Here, what's this? Half a dollar? Why, you've been out two hours."

RIDER—" So I may have, but I've been on the brute's back only about ten minutes."—*Fliegende Blaetter.*

Yearly.—" George, dear," said the young wife, " you are growing handsomer every day."

" Yes, darling," replied the knowing George. " It's a way I have just before your birthday."—*Pick-Me-Up.*

A Great Biblical Find.—In charge of the question-box at Chautauqua, Rev. J. M. Buckley, D.D., was asked, " Do you think the great pyramid a prophecy of the coming of Christ? "

His reply, which was followed by prolonged applause, was, " I answer with the speculation of a man who found a boot on the shores of the Mediterranean marked ' J.' and concluded that it belonged to Jonah, and was cast off by him in his struggles when he got on the shore."—*Christian Register.*

The Wisdom of Johnny.—" Mama," said Johnny, " if you will let me go just this one time, I won't ask for anything to eat."

" All right," said his mother. " Get your hat."

Johnny, perched on the edge of a big chair, became restless as savory odors came from the region of the kitchen. At last he blurted out:

" There's lots of pie and cake in this house."

The admonishing face of his mother recalled his promise, and he added:

" But what's that to me? "—*Success Magazine.*

Solution Simple.—A lady in the center seat of the parlor-car heard the request of a fellow passenger directly opposite, asking the porter to open the window, and, scenting a draft, she immediately drew a cloak about her.

" Porter, if that window is opened," she snapt, testily, " I shall freeze to death— "

" And if the window is kept closed," returned the other passenger, " I shall surely suffocate."

The poor porter stood absolutely puzzled between the two fires.

" Say, boss," he finally said to a commercial traveler near by, " what would you do? "

" Do? " echoed the traveler. " Why, man, that is a very simple matter. Open the window and freeze one lady. Then close it and suffocate the other."—*Ladies' Home Journal.*

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To Know How and When to Cull the Non and Poor Layers.
To Know the Ones to Sell and the Ones to Keep.
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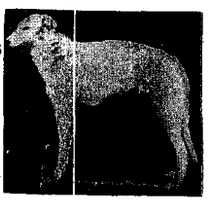

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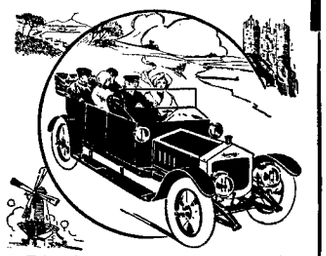

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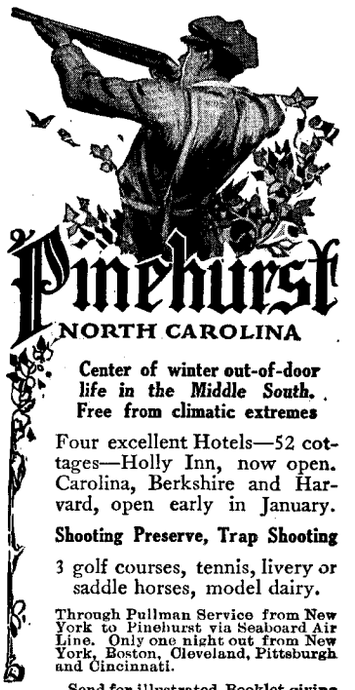

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CURRENT EVENTS

Foreign

December 28.—The Chinese throne consents to a national convention to decide the new form of government.

December 29.—The peace conference at Shanghai agrees that a national convention shall decide the form of government for China; that the Manchu Government in the mean time shall be prohibited from strengthening itself by any loan; that Manchu troops shall retire from their strategic positions; and that republican troops shall not occupy the positions thus evacuated.

The Persian town of Tabriz surrenders to the Russian troops after a nine-days' siege.

December 30.—The cotton-mills in Lancashire, England, are placed on half-time, raising the number of unemployed to 250,000.

The Turkish Cabinet resigns.

December 31.—The British Government sends troops and a cruiser to Persia to protect the British consulates and trade-routes there.

Six Japanese are wounded in a conflict between the guard of the Japanese legation at Peking and Premier Yuan Shi-kai's body-guard.

January 2.—Dr. Sun Yat-Sen is inaugurated at Nanking as provisional President of the Republic of China.

Premier Yuan Shi-kai repudiates the agreement for a national convention made with the revolutionists by his representative at the Shanghai conference.

The Russian Foreign Minister defends his country's course in Persia, and denies that Russia has designs on Persia's independence.

Sixteen Persians, including the head of a religious sect, are hanged in Tabriz by orders of a Russian court martial, for connection with the recent attacks on Russian troops.

The population of Belgium is shown by the census of 1910 to be 7,423,784.

Domestic

December 28.—Senator La Follette, continuing his Ohio campaign, speaks in Toledo and Norwalk. President Taft is assured by his friends that the La Follette invasion of his home State is doing his political fortunes less harm than good. He will speak in Ohio on January 29, 30, and 31.

December 29.—The first positive evidence of the existence of a pool among the meat-packers is established by a Government witness at the trial of the ten indicted meat-packers at Chicago.

December 30.—Following the return of many indictments by the Federal Grand Jury in Los Angeles, one Utah and two California labor leaders are arrested in the dynamite conspiracy case.

December 31.—President Taft attends the peace dinner in New York.

With the close of the current year the United States Treasury reports a deficit of $22,000,000.

January 1.—The convention of Ohio Progressives votes not to endorse the Presidential candidacy of Robert M. La Follette.

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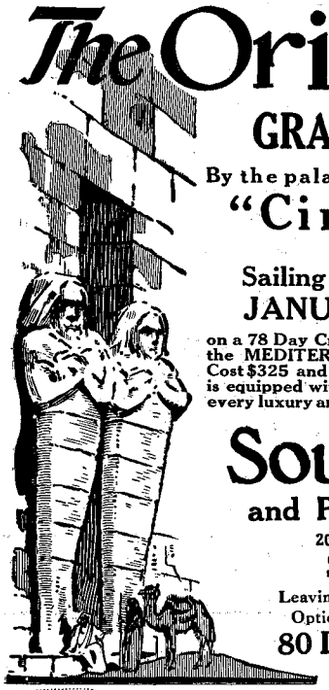
The Orient



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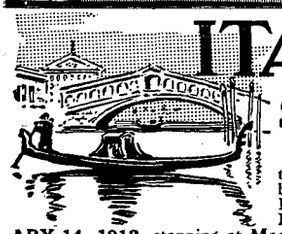

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"J. E. T.," Menominee, Mich.—"Please state whether or not the following sentence is grammatically correct: 'It might seem that way to you, but to me, who have a home, it is different.' The sentence sounds as if it were wrong, but when its grammatical structure is figured out, is not the use of the verb *have* after the relative proper?"

In the analysis of this sentence, the first rule to be applied is the following, as given in Fernald's "Working Grammar of the English Language": "When a relative pronoun is the subject of a verb, the verb takes the person and number of the antecedent of the relative pronoun." As the antecedent of the relative in the sentence submitted is "me," and therefore in the first person, the proper form of the verb is "have," according to the rule that "in all verbs except *be*, the root-form of the verb is used for the first person." It may be well to note in this connection that it is the *person* of the antecedent, and not the *case*, that determines the form of the verb.

"M. E. G.," Santa Cruz, Cal.—"Please give the correct pronunciation of the word 'espionage.'"

The preferred pronunciation of this word is es'pi-o-nej (first e as in met, i as in pin, o as in obey, and an obscure vowel sound in the final syllable as of the a in usage). An alternative pronunciation is also recognized in which the second syllable is accented, with the sound of i as in isle.

"L. A. W.," Long Beach, Cal.—"(1) Should the adverb or adjective be used in the sentences 'I feel *bad* [or *badly*], 'It smells *bad* [or *badly*]'? (2) What are the proper prepositions to use in the following sentences? 'I am called upon to separate —— my sister,' 'He was sick —— typhoid fever,' 'He died —— smallpox,' 'I was attacked —— rheumatism.'

(1) The STANDARD DICTIONARY, p. 2366, col. 1, says: "The adjective is correctly used in close association with a verb when some quality of the *subject* rather than of the *action* of the verb is to be exprest. . . . Hence it is correct to say 'He feels *sad*,' 'It looks *bad*,' 'It smells *sweet*,' 'He stood *erect*.' In some cases either form would be correct, and the choice between them is a matter of force, emphasis, or individual taste; as, 'They escaped all *safe* [or *safely*] to land.' . . . It is common to say 'You are looking (or he is feeling) *badly*,' doubtless because *bad* refers not merely to physical or mental, but also to moral qualities, so that (for fear of suggesting moral implications) we are disinclined to say, 'You look *bad*,' 'I feel *bad*,' or the like." From this it will be seen that "It smells *bad*" is correct and that "I feel *badly*" is somewhat preferable to "I feel *bad*."

(2) The following prepositions are correct: "I am called upon to separate *from* my sister," "He was sick *with* (or *of*) typhoid fever," "He died *of* smallpox," "I was attacked *by* rheumatism."

"W. L. S.," New York City, N. Y.—"Please give the correct uses of the words 'pen,' 'nib,' and 'pen-point.' Which of these should be used to indicate the article that fits into the penholder?"

The STANDARD DICTIONARY defines "pen" as "an instrument for writing with a fluid ink: formerly made of a quill, pointed and split, but now usually of metal, and fitted to a holder; by extension, both pen and holder united." The same authority defines "nib" as "the point of a pen or one of its separate parts; a detachable pen without a cylindrical shank." A "pen-point" is commonly used to mean "a metal pen." From this it will be seen that any one of these terms may be employed to indicate the article intended for insertion into a holder. However, as pen and pen holder are collectively called a pen, it is quite common to distinguish the writing part as "nib" or "pen-nib," "pen-point" also being sometimes used for the same purpose.

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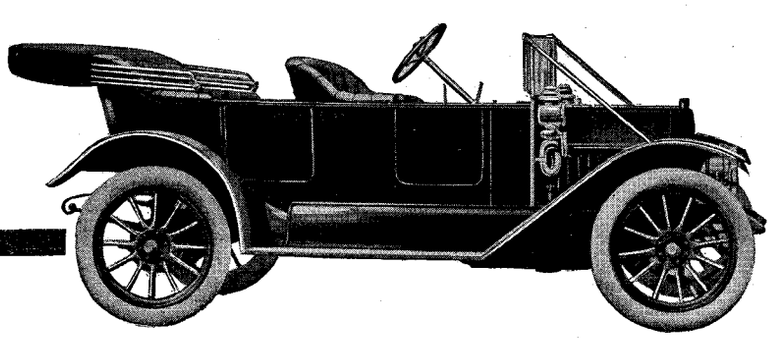

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